

# AIR TRANSPORTATION

Vol.

NOVEMBER 1948

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE



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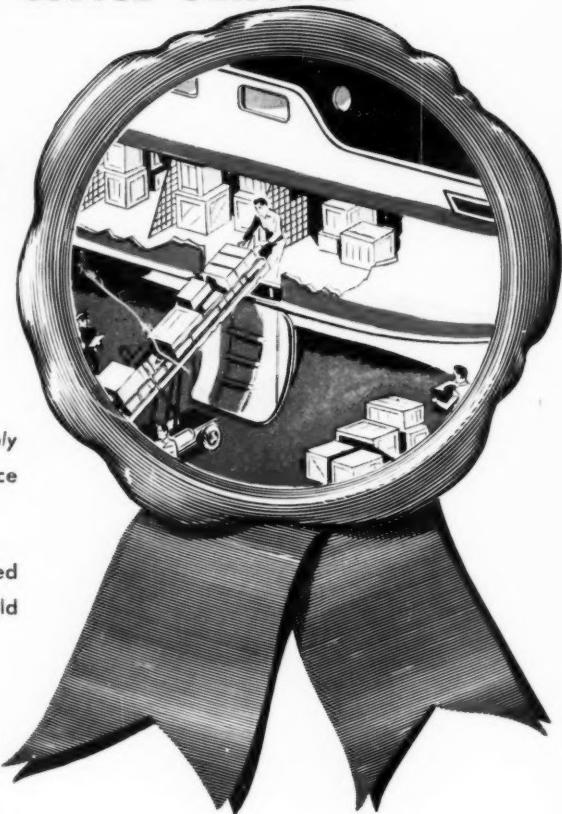
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AMERICAN AIRLINES, INC.

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# AIR TRANSPORTATION

The world's first and only  
air cargo magazine

Established October, 1942

**AIR TRANSPORTATION**, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years.

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### COVER

Dramatizing this year's Foreign Trade Issue cover is the Douglas DC-6, biggest sister of the original workhorse of the air—the DC-3. Last month the wraps were taken off the DC-6 Liftmaster, newest of the cargo planes.

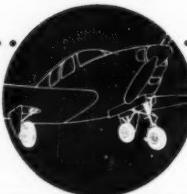
**Let's look at  
Beechcraft advantages  
*BONANZA***

**from the owner's  
viewpoint**



**You want speed . . .**

The Beechcraft Bonanza cruises at 170 miles per hour at 8,000 feet, using only 56% of engine's maximum rated take-off power. *No engine overload.* Top speed of 184 miles per hour at sea level. (Bonanza performance figures guaranteed.)



**. . . but you want strength and ruggedness, too.**

See how well the ship handles on short, rough fields. See that low, sturdy landing gear with wide tread and struts exclusively cross-braced. No pitching — because of nose gear position and long wheel base. Allows greater braking.

**You want high performance.**

Your Beechcraft Bonanza has a range of 750 miles, a service ceiling of 17,100 feet. You get the extra speed with an extra margin of safety. Carries four people and more than 135 pounds of baggage.



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Beechcraft Bonanza fuel consumption amounts to only 9½ gallons per hour at cruising speed. Because of lack of engine overload, there's less engine wear. Seat-mile cost reaches as low as 11½ cents. Real savings!

**You want safety . . .**

Tough, sturdy framework gives you safety "plusses." Rated in *utility* category at *full gross weight*, with a limit flight load factor of 4.4 G's, the Beechcraft A35 Bonanza underwent radio controlled dive tests at 275 miles per hour, pulling out safely at 3 G's.



**. . . but you want beauty and comfort, too.**

Exclusive retractable step and limousine door let you enter and leave with ease; preserve feminine dignity! Room to spare for four in the handsome, *sound-proofed* cabin. Maximum 5-way visibility.

**Compare these performance features**

- Top speed, 181 mph
- Cruising speed, 170 mph
- Range, 750 miles
- Service ceiling, 17,100 feet
- Fuel economy, 9½ gal. per hour

**Compare these comfort features**

- Exclusive retractable step
- Limousine entrance
- Insulated, sound-proofed cabin
- Quickly removable rear seat
- Luggage compartment accessible two ways

**Beechcraft**

**BONANZA**  
MODEL A35

**BEECHCRAFTS ARE THE AIR FLEET OF AMERICAN BUSINESS**

# *Guest*

## *Air Cargo Editorial*

### No. 25

J. V. ROSCOE

*Traffic-Sales Manager  
Atlantic Division*

PAN AMERICAN WORLD AIRWAYS



J. V. Roscoe

**W**HAT does the exporter-importer want? This question is one which should get primary consideration in handling problems concerning air cargo. It is the key to all cargo enterprises for the exporter-importer who can make it successful or break it if his needs are not met.

It is true there are as many different types of export and import businesses as there are commodities to be shipped, but there are basic similarities, needs, and interests. Although he may be "sold" on using air for his emergency shipments and samples, perishables, dated commodities subject to obsolescence, or general merchandise through the familiar advantages of speed, light packing, smaller inventories, less capital and lower pilferage and damage, the exporter-importer will be a dissatisfied user unless the carrier considers and handles cargo problems from the customer's viewpoint.

Good advertising or publicity or intentions are not substitutes for reliability and frequency. With the shipper's income, business, and reputation at stake, he is looking for the carrier who protects his interests. Reliable service can only be provided by carriers with scheduled high frequency to handle any of his shipments, whether large or small, immediately when it is ready to be shipped, and not when the carrier is prepared to ship it. This operation can best be handled by scheduled carriers with high frequency operation with passenger-carrying aircraft whose cargo capacity of from 2,000 to 4,000 pounds per flight can offer carriage within two or three hours after the shipment is delivered to the airline.

Although nearly all shipments, with exception of live-stock and bulky goods such as a light plane fuselage, can be handled on these services, the reliability of the carrier is further guaranteed by frequent all-cargo services scheduled to meet peak demands. As a result, a shipper can deliver his goods assured that his shipments will be boarded within a few hours, thereby guaranteeing that his overseas buyers will receive prompt delivery, convinced that they have chosen a reliable exporter.

Reliability in a carrier also goes deep into the methods of efficiently receiving and delivering shipments as well as the important shipping information which he receives from the airline's cargo personnel.

Red tape in export-import procedures have long been a plague to international businessmen. The carrier whose service and general outlook is efficient fills an important requisite.

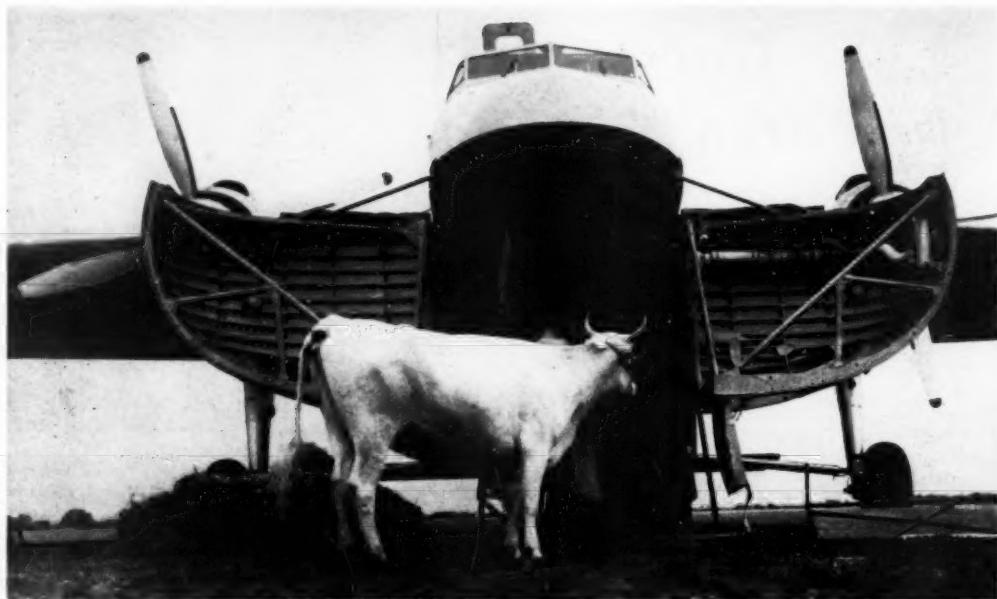
Often low rates are confused with efficiency. Regular shippers, who, realizing that many thousands of dollars in costs and in lost business have been avoided by using an efficient carrier, can dispense this unwise attempt for economies. Finding reliability and efficiency are the two interests of shipping managers and the important factors which contribute to continued growth and profits.

By properly designing the air cargo service to the shipper's needs, the airline itself benefits. Careful implementation of regular passenger aircraft services by all-cargo services has enabled our sales offices to promote cargo with the assurance that frequent and efficient lift will be provided to give the shipper a reliable yet economical service.

A salesman must have confidence in his product and that his product is backed up by management. With this plan we have been able to continually increase cargo loads on our regular passenger services as well as develop increased volumes for our all-cargo services. By following the practice of placing shipments on the first plane available shippers have had the goods delivered as much as 24 hours earlier than the anticipated cargo schedule. Pan American has increased its cargo loads on passenger planes from 590 pounds average per plane mile in 1947 to 817 pounds in 1948, and for the first six months of 1949 while operating on all time high mileage on passengers, cargo loads were increased to an average of 1,001 pounds per passenger airplane mile. Broadened utilization of these services yields greater revenues to the airline.

As passenger-type aircraft increase in size, such as the new Boeing *Strato-cruiser*, space for cargo on these high frequency services also increases, giving the shipper greater reliability and efficiency and the airline greater opportunity to offer the shipping public lower bulk cargo rates.

Carriers answering the problems of the exporters-importers' needs today are laying the groundwork—satisfied customers—for international air cargo development of the next decade.



SILVER CITY AIRWAYS recently flew a total of 33 Ayrshire heifers and Friesian bulls from Blackbushe Airport, Surrey, England, to Malta, as part of a plan to establish stud farms and provide the Maltese with adequate milk supplies. Carrying from eight to nine cattle per trip, the entire consignment was completed in four hauls. Refueling was at Marseilles. Bristol Freighters did the job.

*Great Britain's air freight problems are the same as those of the United States. Can the Baltic Air Freight Exchange do the same for international air freight as it has done for ocean freight? Will air cargo transport in any part of the world realize its real potentialities? There's a job to be done among shippers, and that's to . . .*

## BREAK DOWN That Anti-Aviation Complex

By HARRISON SEABROOK-SMITH

IT is at all times a fascinating and intriguing occupation to stand on London Bridge and study the variegated shipping "above Pool." It is an animated scene, with the busy wharves, tugs, lighters and barges, and the constant rhythmic movement of the cranes as they load and unload merchandise, destined for and arriving from the four quarters of the earth.

On a journey down London River one may see ships of all nationalities

going about their lawful occasions and plying their peaceful trade on the seven seas. And all of them—the big ships and the little ships, graceful liners and disreputable looking tramps—a part of that great Pacific agglomeration, the world's merchant navy.

Now all this has not happened overnight; it is the result of many centuries of steady progress and development, and no institution or body has played a more prominent or decisive part in

the growth of merchant shipping as we know it today than the Baltic Mercantile and Shipping Exchange in London.

A few minutes' walk from our viewpoint on London Bridge brings us to the Baltic Exchange in St. Mary Axe. This building, opened some 50 years ago, is the natural outcome of the Baltic Coffee House which stood in Threadneedle Street 200 years ago. Merchants used to meet there and transact busi-

ness in wheat, maize and barley, principally connected with the Baltic countries. Nowadays, of course, the Baltic, though retaining its old name, deals in merchandise from all parts of the world. (Read *From Coffee House to Air Freight Exchange* in the June issue.)

The Baltic Exchange developed because of the need for the centralization of inquiry and an agreed and recognized rendezvous where shipping and cargo interests could meet for discussion and to transact business. Obviously the economics were sound or it would not have expanded in the remarkable way it has done.

### Switch to Air

From shipping it was but natural that the activities of the Baltic should extend to the air, as merchant shipping and air transport have much in common, and the air-freight section now operates in the following way.

The charterer is represented by a broker known as the chartering agent, and the aircraft owners are represented by owners' brokers, thus business is transacted on the Exchange between broker and broker. Both charterers and owners may have one or more brokers if they wish. The chartering agent and the owners' broker are both authorized to quote charter inquiries and to offer aircraft on behalf of their principals, and have (or should have) full authority to settle the business without further reference to principals. As both parties are in personal contact on the floor of the Baltic, negotiations are conducted with the maximum speed, and no time is wasted.

To give a simple example, assume that a chartering agent is authorized to offer up to £1,000 for a load of 5,000 kg. of radio sets to Istanbul. An owners' broker is similarly authorized to offer a Bristol *Freighter*, with a payload of

5,000 kg. London-Istanbul-London for not less than £1,500.

Therefore, the owners' broker has to seek cargo Istanbul-London which will pay his principals at least £500, and he can cover the whole market in a matter of minutes. If he were fortunate enough to obtain a load (say bullion) which would pay £800 or so, he would not accept the lowest stipulated rate of £500, but if the only cargo offered was 5,000 kg. of tobacco at that price then he would accept it.

The result of these negotiations is that the shippers of radio sets and tobacco respectively are able to despatch their consignments at rates they can reasonably afford to pay, and the owner effects a charter flight he would not otherwise have been able to undertake.

The Berlin airlift has proved conclusively that British air-freight charter companies are capable of undertaking the most exacting and responsible work. It cannot be denied, however, that their economic survival is a matter of some conjecture and concern at the moment, and it must be admitted that in many respects the dice are loaded against them. I am of the opinion that there will be a considerable thinning of the ranks before the air-freight business can be said to be on a firm and solid foundation.

The question is—can the Baltic accomplish the same in the development of air-freight on a world-wide basis as it has done for shipping? I think the answer is that it can—eventually, but there are many years of hard work ahead, and much more unselfish co-

operation is needed than obtains at present. It cannot be said that the air section of the Baltic Exchange is flourishing, and its success so far has been but modest.

### Few Are Active

The total number of member firms of the Baltic is 700; of this number 60 are registered as air-freight brokers, i.e., less than 10 percent of the total. But of the 60 who are registered as being interested in air freight, less than a dozen are making any serious effort to develop it and make it a success. In all, therefore, only about 1.7 percent of the Baltic membership is actively engaged in really tackling the problem.

Although preliminary meetings were held as long ago as 1938 to discuss the best ways and means of fostering the foreseeable development of air cargo transport, and agreement was reached in principle with many European airline companies, it was not until after the war, in the Autumn of 1947, that the matter was revived and fresh discussions began.

In 1938, air-freight charter companies, as we know them today, did not exist, and freight intended for transmission by scheduled airlines was regarded as no more than a convenient "fill up" when passengers and their baggage happened to come out a trifle on the light side; there was no attempt whatever to book air freight.

Much the same attitude persists today on airlines which ought to know

(Continued on Page 94)

Truckload of cargo transferred to a Bristol *Freighter*





A WIDE ASSORTMENT of export cargo enters the cargo hold of a Swissair transport

## For Switzerland... THE AIR IS THE OCEAN

**O**N THE WIDE FIELDS of the Swiss Rhone valley and near the villages of the Valais, which seem to be glued to the mountain slopes, women and girls are busy gathering strawberries. There are very few regions in Europe where this sought-after fruit grows as well as here.

How can one let other countries share in this enjoyment? How can the possibilities of earning money be expanded for the indigenous population? A favorable solution has been found by tinning this fruit. But fresh fruit is in greater demand.

In the early hours of the morning, before daybreak, anyone standing on the airport at Sion in the Valais has been able to notice great activity: lorries arrive, and rapidly—yet with great care—small baskets containing fresh strawberries are loaded into one of

Swissair's freight planes. Before mid-day, in the markets of large towns in other countries, one is delighted to see the magnificent fruit which had been brought from Switzerland by the "Strawberry Bombers."

Let us mention, in addition to the example quoted, which shows clearly the important role air-freight traffic plays in Swiss economy, what has induced suppliers to have their goods transported by air to foreign countries:

- The short duration of the flight reduces deterioration of fruit to a minimum

- As experience shows, highest prices are paid for fresh fruit

- Transport cost can practically be limited to the net weight, as packing has to be very light.

It is generally known that Swiss exports comprise, almost exclusively,

products of high value: watches, precision-tools, precision-machinery, instruments, etc. Main considerations for suppliers are that these goods are very sensitive to shaking which especially loading from one means of transport to another may cause; and that if Swiss firms have to rely on transport by rail and boat, they have to reckon with the possibility that overseas buyers order the goods from another—perhaps nearer source of supply so as to shorten delivery dates.

The air route is the *quickest* and most direct. With the decrease of risks, the insurance premium is reduced. Packing does not need to be very substantial; what had to be expended on packing, previously needed for other means of transport, can now

(continued on Page 94)



1. Designer Claire McCardell has a new idea aborning . . .



2. Which eventually starts Townley's cutter to work.



3. Dayton Company buyer is impressed by mode . . .



4. And soon the packing department is buzzing.



5. Packaged, order is delivered into truck . . .



6. For delivery to Midtown Air Freight Terminal . . .

# LIFE AND TIMES of an AIRFREIGHTED FROCK

In more than a score of pictures, Air Transportation's camera follows the trail of a Minneapolis department store's dress order . . . from an idea in the mind of the designer . . . through manufacture . . . consolidation at the Midtown Air Freight Terminal in New York . . . flight to Minneapolis . . . and, finally, the sale.



7. Where shipment is weighed, sorted, and then consolidated.



8. NWA traffic rep (left) calls on MAFT manager...



9. And air cargo is loaded into an airport-bound truck.



10. At LaGuardia, order is shifted to NWA truck...



11. For transfer to NWA's all-cargo Night Flight 921.



12. Dayton Company packages are properly stowed away . . .

## 'ROUND THE CLOCK

Photo 4 ... 11:30 a.m.

Photo 5 ... 12:20 p.m.

Photo 6 ... 12:55 p.m.

Photo 7 ... 12:59 p.m.

Photo 8 ... 1:05 p.m.

Photo 9 ... 2:20 p.m.

Photo 10 ... 2:52 p.m.

Photo 11 ... 11:00 p.m.

Photo 12 ... 11:00 p.m.; de-  
parture at 12:45 a.m.

Photo 13 ... 5:30 a.m.

Photo 14 ... 7:00 a.m.

Photo 15 ... 8:00 a.m.

Photo 16 ... 8:30 a.m.

Photo 17 ... 8:45 a.m.

Photo 18 ... 9:00 a.m.

Photo 19 ... 9:30 a.m.

Photo 20 ... 10:00 a.m.

Photo 21 ... 3:00 p.m.



13. Arriving in Minneapolis  
at 5:30 a.m., unloading . . .



14. And placed aboard a  
waiting airfreight van . . .



15. For immediate delivery  
to the Dayton Company.



16. Then come the unpacking  
and necessary inspection . . .



17. And steaming of dresses  
to kill all unseemly wrinkles . . .



18. And tagging for sale,  
so that the new frocks . . .



19. Can go on sale in  
the store without delay.



20. In the morning a frock  
is modeled in Oval Room . . .



21. And happily worn by the  
purchaser that very afternoon.

# Giraffes? No!

By

Edgar H. Bauman  
*Contributing Editor*  
*Air Transportation*

ECONOMISTS are often thought to be talking in circles when mentioning business in "cycles." The aviation business probably leads in this "cycles" stuff. First we had our jobs cut out for us when we tried to convince folks that, even though air freight rates added shackles to the shipping expense account, it all added up to profit in the final analysis. Okay—we finally got 'em to a point where air freight caught on—and now, just try shaking off the firm after its first taste of shipping by air.

But about these "cycles." Once having sold air freight, the drumbeaters for the airlines helped Uncle Sam's Post Office Department reduce its deficit by crowding the mails with releases that told aviation news-writers of the unusual commodities they'd been shipping in great quantities!

First, we learned that Airline X had shipped a planeload of baby chicks. Shortly afterwards, Airlines Y and Z, not to be outdone, shipped two and three planeloads of baby chicks—and accompanied the releases with all sorts of fowl statistics (no pun intended) to prove what a great gimmick it was. By Thursday of the following week, every airline in the business had to get in the act, and the baby-chick release became a serious menace to our well-being. We all sighed happily when we published the baby chick story to end all baby chick stories (*Vorthwest, Ho!* published in October, 1948, AT).

But our joy was short-lived because somebody started shipping racehorses by air! The merry-go-round started all over again!

That's why we were momentarily



startled, but quickly soothed, when Scandinavian Airlines System broke out with a poster which proudly albeit glaringly announced: "No Giraffes, Please But Almost Anything Else."

We were happy, but that "almost anything else" intrigued us! We loved SAS to pieces for keeping an "out" for itself. Notice that word "almost"?? Good old SAS!

## Down to Business

Although the Summer was hot, and the long swim would have been refreshing, we figured that the best way to find out about SAS' air freight business would be first to tackle Frederik Lud-

vigsen, assistant vice-president, traffic and sales, during his visit to the United States, and then get in touch with a few of our Scandinavian pals on the other side of the pond for further details.

Mr. Ludvigsen is an amiable and particularly interesting gentleman who knows his onions. Having worked for a Danish ship owner (1928-1937) and a Danish ship broker (1938-1942), and being a licensed ship broker himself (1943-1946) and general cargo manager for SAS in the year of our baby chicks and racehorses, he is well equipped for his job. He impressed me as being a man who eats, sleeps, lives air cargo!

Main thought that was pounded home is the fact that the airlines are *not* trying to compete with the shipping lines! He argues that there are certain things in favor of each. For example, certain firms have found it expedient to ship their samples by air and the ensuing orders by ship. He feels that they complement each other because, he points out, "haven't we often airfreighted a ship's part to repair a vessel broken down in a far-distant port, and even transported crews by air to man those very ships?"

He does admit however that "by the very laws of nature, no doubt air freight volume will grow bigger, and aircraft consequently will have to be bigger to carry larger loads." In that way, he thinks, the air carriers will be able to bring down their rates—and they're not unreasonable today! Proof? Several airlines are booked solid with air cargo business for many trips to come, and have on several occasions had to charter planes from—if you'll pardon the expression—the nonskeds!

### South American Run

One piece of profitable pioneering was SAS' direct air cargo routes to South America. This project was only a gleam in the cargo men's eyes several years ago when I had the pleasure of discussing it with them on their home grounds. But I never forgot the determination with which they planned. These days, I'm told, they are offered more cargo from Scandinavian ports to South America than can be carried—and often, in order to be able to accommodate urgent cargo, passenger bookings on this lucrative route must be curtailed. At the South American end of the line is another able young executive who was sent there to open the market—and once opened, Eric Carleson has kept it and SAS' Treasury Department humming.

The commodities shipped on SAS' planes are on occasion reasonably unique, and bring joy to the hearts of the Norwegian, Danish, and Swedish public relations officers! One of them, for instance, wants me to know that "we have on many occasions transported bullion which resulted in the very, very uncommon sight of two cops with loaded guns sitting pretty during the loading. You know, that kind of thing is almost a sensation here! So we feel very Americanized."

Their claim to airshipped oddities range from frogs to seagulls "with their heads painted red which will be used for the study of bird-migration control."

SAS, too, has its "cycles" during which the line is urgently requested to haul vaccines, football teams, bears,

FREDERICK LUDVIGSEN



SAS official, who has predicted that the day will come when government agencies "will have a difficult time keeping the airlines concerned with carrying passengers." Check!

elephants, an okapi (whatever that is!), snakes, fresh fish, dead fish, ostriches, ship's spares (big ones, we're assured!), contents of a whole apartment ("cheaper than ordinary moving if you are going far away; and your things don't get stolen or broken!"), even gold fish and grasshoppers ("which had to be billeted in special hotel rooms during night stops with controlled temperatures to equal that of their home towns"). There were also "flowers, dogs and cats, and babies!" That last item intrigued us, so we ringed it in red, and queried them, "*By air cargo?*" As yet, no answer has been received.

The Scandinavian airline's top-level

officials seem to have the proper philosophy. It's the type of philosophy that caused a plane load of newsmen to applaud them several years ago when, while visiting in Oslo, Copenhagen, and Stockholm, explained how they'd formed SAS! At that time, this writer, who was for some unexplained reason elected our group's "speech answerer," told the assembled dignitaries, airline officials, and government bigwigs that we couldn't help but admire the spirit which caused them to disregard competition, and how they'd formed their great North Atlantic operation on a one-for-all-and-all-for-one basis. Internally—in the Scandinavian countries—their national airlines retained their individual identities and their own methods of operation.

Again with reference to sea-air competition, Mr. Ludvigsen has said:

"The airline industry, as far as carrying air cargo is concerned, will never be able to compete with surface shipping—and will, as I see it, never attempt to do so. It's difficult to conceive planes carrying coal, ore or wheat! But these two methods of transportation will always complement each other. Space limitations will always insure that—and even with the new larger planes, our loads can't start to be compared with ship loads! We are definitely not competitive cargo-wise, and despite belief to the contrary, I don't think we will be for many, many years to come—if ever!"

Also indicated was this thought:

"Right now the airlines are thinking only in terms of passenger and mail revenues, but I go along with the ex-

(Continued on Page 91)



SAS cargo handlers taking aboard tons of merchandise consigned to Sweden.



PART of a 7,000-pound cargo of beef loaded aboard McRobertson-Miller's DC-3 beef freighter. Plane is loaded by hand in 25 minutes.

*In the northwestern part of Australia, the ranches—"stations" the Aussies call them—are experimenting with a beef airlift. This is the on-the-scene story of . . .*

## BEEF ON THE ~~HOOF~~ Wing

By NORMAN BARTLETT

AUSTRALIAN CATTLEMEN on isolated northwest stations (ranches) are experimenting with a beef airlift. The beef is killed and chilled at Glenroy Station, in the West Kimberleys, and flown in just over an hour to Wyndham meat works for export to Great Britain.

Normally, it takes up to three weeks for West Kimberley cattle to reach Wyndham meat works on the hoof. Cattle droved overland to Wyndham lose an average of 50 pounds weight on the way. The airlift promoters claim that it will mean better beef for export and save cattlemen from loss of weight on each carcass. Some critics doubt whether the airlift will prove economically sound.

Great Britain recently signed a 15-year agreement for the purchase of Australian beef. Under it the Aus-

tralian Federal Government proposes to spend £A1,500,000. on improving stock routes to Wyndham. At present most movement of cattle to Wyndham is on the hoof for distances of over 200 miles. This means that cattle have to stay longer on the home station, because young stock cannot stand up to the arduous droving.

### Private Venture

By improving transport conditions the Federal Government hopes to increase the number of cattle marketed at Wyndham from 30,000 a year to 60,000 a year and to improve the quality.

The airlift is a private venture by Air Beef Pty. Ltd., and began on May

13, 1949. The company has about £A20,000 capital and is backed by Australian National Airways (Australia's biggest domestic airline), MacRobertson-Miller Aviation Pty. Ltd., and an interest-free loan of £A10,000 from the West Australian Government. Air Beef Ltd. is using a MacRobertson-Miller DC-3 airfreighter which averages two trips a day five days a week and carries about 7,000 pounds of chilled beef each load. Air transport costs work out at about 2d. a pound and total handling (including air freight) from Glenroy Station to Wyndham meat works freezers averages about 3.8d. a pound.

Wyndham is an arid, sunburnt West Australian meat port on Cambridge Gulf, southwest of Darwin. The Gulf is a triangle of mud-colored water which cuts into the northwest coast where

Western Australia joins the Northern Territory. In the wet season (September-March) Wyndham is a drowsy isolated outpost with a few score inhabitants. In the dry season (April-September) it is crowded with several hundred meat workers from down south who sweat at high-pressure piecework in the State Government-built killing and freezing works.

Opened in 1919 the meat works dominate the tiny township. The works handled an average of about 30,000 cattle a year before the war, reaching a peak of 39,218 in 1937. The present average is about 32,000 a year with a daily capacity of 400. This season the entire output from the works was shipped direct to Great Britain under contract with the British Ministry of Food.

The Kimberley cattle country hasn't changed much since the pioneers first rode into it about 70 years ago. Most of it is north of latitude 28 and is monsoonal country with Summer rains. It is a country of rolling grassy plains, limestone ridges, lightly timbered forests and stony flats. It is a sun-scorched land where rivers run bankers in the short "wet" and leave a string of widely-spaced water holes to carry the cattle over the "dry."

### Vast Stations

Australian stations sometimes cover thousands of square miles. The biggest, Victoria River Downs, is over the border in the Northern Territory. It is twice as big as Wales, or as big as the State of New Jersey in the United States. Drowsing is cheap, averaging about 10/- a head, but has many disadvantages. Last year the contract rate for a 400-mile drove was 17/6 a head. The average distance into Wyndham is nearer 200 miles.

The major disadvantages of drowsing are the loss of weight and the loss of quality involved. It is also necessary to wait until the cattle are fairly mature, thus excluding the possibility of taking the advantage of the market for younger beef. The difficulty of mustering cattle



THE MAIN STREET of Wyndham, like the Old West of America.



GLENROY STATION, centre of Northwest Australia's beef airlift experiment.

for a big drove prevents careful selection, consequently many rejects are sometimes in a mob. Nevertheless, alternative means of transport must be kept at an absolute minimum cost to offset the cheapness of drowsing.

Motorized road trains and the airlift are the only two practical alternatives. Several experiments have already been made with road trains. The Federal stock route improvement scheme will probably lead to a big increase in this form of cattle transport. Air Beef Ltd. is the first organized experiment with airfreighters.

The possibility of transporting live beasts by air was first canvassed. Northwest cattle include many wild long-horned steers from the open range, and it was soon realized that the difficulty of getting them on and off a plane would be great. Apart from these practical difficulties the cost would be high compared with drowsing.

For instance, the Federal Department

of Civil Aviation estimates that it costs £100 to fly a Bristol airfreighter 150 miles, and £A64 to fly a DC-3 on a similar trip. A Bristol freighter could carry 10 live bullocks, and a DC-3 six to seven. With the current Wyndham price of about £A10 a bullock a transport cost of about £A10 is obviously uneconomical. Larger transport plans with a greater payload might offer better prospects, but the initial capital cost and the difficulty of servicing in outback Australia have to be taken into consideration.

This consideration led Air Beef Ltd. to undertake the transport of chilled beef. Gorden Blythe, of Mt. House Station, made the first serious proposition. His proposal was endorsed by the West Kimberley Growers' Association, which was chiefly interested in proving the practicability or otherwise of the scheme. The West Australian Government, Australian National Airways, and

(Continued on Page 93)

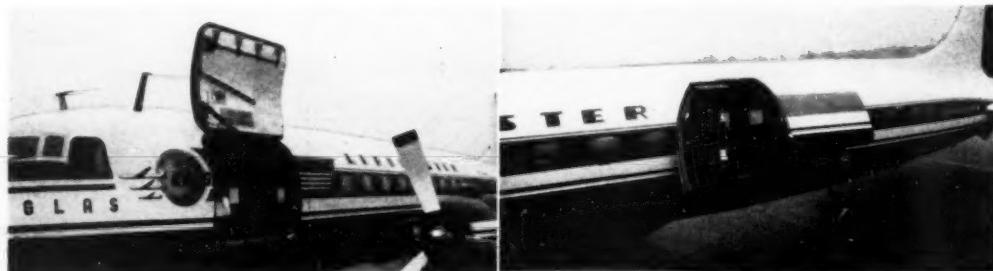


THE DOOR tells a concise tale.



IN-FLIGHT PHOTO of the *Liftmaster*, newest cargoplane to take to the air.

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ABOVE LEFT—Forward cargo door. Both doors are hinged at the top.

ABOVE RIGHT — Rear cargo door — 11 inches taller and 30 inches wider.



LEFT—Two-thirds of the 66-foot cargo cabin is visible in this picture.

ALREADY IN WORLD-WIDE USE as a high-speed passenger carrier, the Douglas DC-6 finds a freight-toting sister in the DC-6A *Liftmaster*. Five feet longer than the passenger ship, the *Liftmaster* is reported to be capable of hauling 30,000 pounds for a distance of 2,100 miles non-stop at 300 miles per hour. Stretching to a length of 105 feet and seven inches, the cargo version has a usable freight volume of 5,000 cubic

feet. Wingspread is 117½ feet, and overall fuselage height 17½ feet. Two big cargo doors are located fore and aft: the forward door 67" x 94", and the aft 78" x 124". Both doors are hinged at the top and swing upward. Pressurization of cabin is automatically controlled, and air conditioning systems insure the safe transportation of perishables at high altitudes. A number of airlines are reported to be interested.



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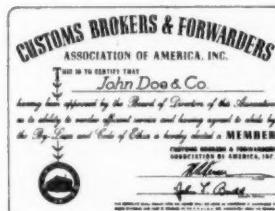
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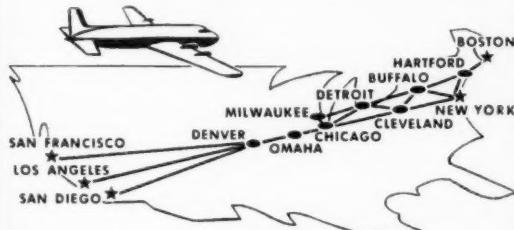
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**International Expeditors, Inc.**  
651 Market Street  
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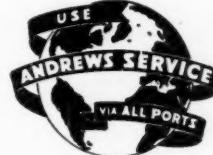
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 60 Front St., West  
**Canadian European Forwarders**  
 64 Wellington St., West  
 Canadian Pacific Express Co.  
 Canadian Pacific Building  
 Cook & Son, Ltd., Thomas  
 75 King St., W.  
 Federal Air & Shipping Services  
 1-28 Bloor St. West  
 Lep Transport (Canada) Ltd.  
 20 Templeton Street  
 Mariner Service, Ltd.  
 9 Richmond St., East  
 Meadows & Co. (Canada) Ltd., Thomas  
 200 Bay Street  
 Muirhead Forwarding Co.  
 Room 407, Terminal Bldg.  
 Queen's Quay

**VALPARAISO, CHILE**  
 "Italmar" S.A. de Empresas Maritimas  
 Av. Errazuriz 401

**VANCOUVER, B. C., CANADA**  
 Canadian Pacific Express Co.  
 C.P.R. Station  
 Acme Fast Freight, Inc.  
 606 Homer St.  
 Cook & Son, Ltd., Thomas  
 831 Fender Street, W.  
 Johnson, Ltd., C. Garner  
 991 West Hastings Street  
 Muirhead Forwarding Co.  
 1150 Main St.  
 Tai Ping Yang Traders Ltd.  
 73 Fender St. East

**VENICE, ITALY**  
 American Express Co., Inc.  
 71 Piazza San Marco

**VERACRUZ, MEXICO**  
 Ultramar Express  
 Emparan 53

**VICTORIA, B.C., CANADA**  
 Canadian Pacific Express Co.  
 1102 Government St.

**VICTORIAVILLE, QUEBEC, CANADA**  
 Muirhead Forwarding Co.  
 St. Francois St.

**VIENNA, AUSTRIA**  
 American Express Co., Inc.  
 9 Alserstrasse VIII

**WATERLOO, ONTARIO, CANADA**  
 Muirhead Forwarding Co.  
 88 Erbe Street

**WIESBADEN, GERMANY**  
 American Express Co., Inc.  
 32 Wilhelmstrasse

**WINDSOR, ONT., CANADA**  
 Canadian Pacific Express Co.  
 198 Quilliette Ave.  
 Whitlock Airtravel Aircargo Services  
 210 Douglas Bldg.

**WINNIPEG, MANITOBA, N. S.**  
 Canadian Pacific Express Co.  
 Main & Portage Sts.  
 Muirhead Forwarding Co.  
 678 Main Street

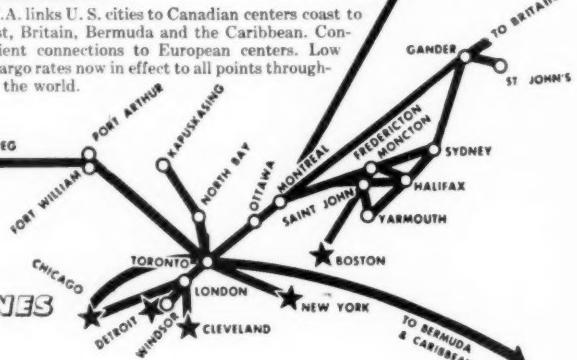
**ZURICH, SWITZERLAND**  
 American Express Co.  
 Sihlporteplatz 3

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**TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE UNITED STATES**  
**(Distances in Statute Miles)**

FROM	TO	ALLIED BIRMINGHAM	BIRMINGHAM	BROOKSVILLE	CAMBRIA	CHASGROVE	CLAYTON	CLEVELAND	CINCINNATI	COLUMBUS	DALTON	DETROIT	DUQUESNE	EDMONTON	ELGIN	EMMETT	ERIE	FORT ST. JAMES	GARDEN CITY	HAMILTON	HOOTON	KETCHUM	LAKELINE CITY	MARSHFIELD	NEW YORK	PHILADELPHIA	PORTLAND, ORE.	PRINCETON	PITTSBURGH	PORTLAND, ORE.	QUEBEC CITY	REGINA	SAIN T JOHN	SALT LAKE CITY	SAN FRANCISCO	SEATTLE	WINNIPEG
Atlanta	Atlanta	575	933	960	695	583	368	550	1298	595	1293	286	675	1935	335	610	905	427	747	753	663	520	2172	470	467	1580	2133	2180	542								
Baltimore	Baltimore	575	358	1513	423	433	420	1506	398	1750	682	962	273	603	2113	955	948	1001	170	1173	735	732	194	2367	135	731	1858	251	2341	33							
Brownsville	Brownsville	933	358	1881	398	849	737	550	1766	613	1015	1250	2590	1133	1258	1125	1539	188	1440	268	478	2553	471	1036	2699	296	2508	392									
Cleveland	Cleveland	960	1513	1881	1575	1234	1182	1402	1085	1398	682	1025	905	1370	775	1100	1348	536	1095	659	1614	1424	1952	1403	975	1317	1675	2015	1493								
Buffalo	Buffalo	605	273	368	1575	454	392	175	1368	218	1690	580	862	2195	802	1184	733	1087	291	1117	278	178	2167	375	662	1701	2298	2130	290								
Chicago	Chicago	563	603	849	1234	454	249	307	918	236	1249	561	413	1741	481	1190	356	831	711	689	664	411	1765	618	1259	1360	1855	1743	594								
Cincinnati	Cincinnati	368	423	737	1182	392	249	218	1060	234	1333	628	541	1892	410	957	603	708	568	501	258	1867	308	308	1450	2037	1743	403									
Cleveland	Cleveland	550	305	550	1402	175	307	218	1233	94	1521	768	204	627	1688	632	922	404	946	343	159	2663	353	490	1567	2163	2035	303									
Denver	Denver	1208	1505	1766	1065	1368	918	1090	224	1113	554	1468	555	828	878	1732	699	1079	1258	503	1575	1220	965	1485	793	372	946	1620	1490								
Detroit	Detroit	595	398	613	1398	218	236	234	94	1153	1175	832	643	1976	621	1156	542	938	483	905	444	208	1975	446	452	1490	2087	1945	397								
Erie	Erie	1293	1207	1605	1067	1429	1333	1521	554	1475	1475	1461	836	702	978	1662	1156	986	1902	578	1834	1592	1286	1693	1033	689	993	1373	1726								
Jacksonville	Jacksonville	256	682	1015	1025	880	961	628	768	1468	832	1481	1...	952	2153	591	328	1192	511	838	968	758	703	2442	550	755	1840	2275	2450	647							
Kansas City, Mo.	Kansas City, Mo.	675	962	1250	915	862	413	541	700	555	643	836	952	1...	1552	555	1247	413	678	1097	293	1037	784	1397	95	238	528	1555	577	345	1505	943					
Los Angeles	Los Angeles	1935	2313	2560	1370	2195	1741	1892	2044	828	1797	702	2153	1352	1602	2355	1522	2446	1182	2388	2135	825	1585	577	345	595	2295	2955	2955								
Memphis	Memphis	335	792	1133	775	802	451	910	417	827	878	621	978	591	370	1602	578	700	358	953	482	878	660	1852	715	242	1250	1600	1667	763							
Miami	Miami	610	958	1258	1100	1184	1722	1156	1662	328	1247	2355	873	1516	631	1095	1233	1023	1014	2716	831	1167	2089	2603	2740	927											
Minneapolis	Minneapolis	905	948	1125	733	336	603	632	699	542	1156	1192	413	1322	700	1516	...	1050	1019	692	995	745	1435	1185	464	968	1585	1403	936								
New Orleans	New Orleans	427	1001	1359	536	1087	831	708	922	1079	938	966	511	678	1675	358	681	1050	...	1173	575	1090	923	2063	899	599	1433	1923	2098	968							
New York	New York	747	170	188	1695	291	711	568	404	1628	485	1902	838	1697	2446	953	1095	1019	1173	...	1324	83	313	2455	287	873	1972	2568	2419	204							
Oklahoma	Oklahoma	753	1173	1490	639	1177	689	755	946	563	905	578	988	293	1182	422	1233	692	575	1324	...	1256	1013	1488	1122	456	862	1386	1623	1150							
Philadelphia	Philadelphia	663	90	268	1614	278	664	501	343	1575	444	1834	785	1637	288	778	1023	795	1090	955	1206	873	456	508	561	1723	69	...	1158	1738	1722	710					
Pittsburgh	Pittsburgh	212	2367	2553	1922	2167	1765	1987	2063	955	1975	1296	2242	1397	825	1852	2716	1435	2455	1488	2419	2174	2174	2392	2393	...	699	1550	2456	2362	96						
Portland, Ore.	Portland, Ore.	470	135	471	1403	375	618	385	335	1465	445	1695	550	945	283	715	831	1185	899	287	1122	205	242	2393	...	699	1550	2456	2362	96							
Richmond	Richmond	32	31	1036	975	662	259	308	400	793	452	1033	755	238	1585	242	1667	464	599	873	456	508	561	1723	69	...	1158	1738	1722	710							
St. Louis	St. Louis	467	731	1036	975	662	258	308	400	793	452	1033	755	238	1585	242	1667	464	599	873	456	508	561	1723	69	...	1158	1738	1722	710							
Salt Lake City	Salt Lake City	1580	1858	2009	1317	1701	1260	1430	1567	372	1490	639	1840	2022	577	1250	2098	988	1433	1972	662	1923	1670	636	1585	1158	592	...	1158	1738	1722	710					
San Francisco	San Francisco	2133	2451	2656	1675	2298	1855	2027	2163	946	2067	993	2375	1505	3165	1800	2643	1505	3165	1236	2568	2134	536	2146	1738	592	...	1158	1738	1722	710						
Seattle	Seattle	210	2341	2568	2015	2143	1704	2035	1020	1944	1373	2450	1505	936	1867	2716	1403	2095	2181	2523	2388	2145	143	2362	1722	697	680	...	2335	...	2335	...	2335				
Washington, D.C.	Washington, D.C.	542	331	352	1493	250	594	403	303	1490	397	1726	647	943	2295	763	927	936	968	284	294	1150	122	188	2360	96	710	1545	2437	2335	...						

SCHEDULED AIRLINES OF THE UNITED STATES—Concluded

- LOWA AIRPLANE CO.**, P. O. Box 59, Des Moines, Iowa; **F. C. Anderson**, pres.
- ISLAND AIR FERRIES**, MacArthur Airport, Bohemia, L. I., N. Y.; **Frederick H. Smith**, pres.; DC-3s, Stinson (2 DC-3s).
- LOS ANGELES AIRWAYS**, 5901 W. Imperial Highway, Los Angeles; **Clarence M. Bellin**, pres.; 5 S-51s.
- MASSACHUSETTS AIRLINES**, Logan Airport, E. Boston 28, Mass.; **G. Brewer**, mgr.; 2 Navions, Wildgeon, Twin Cessna; **AO—Mass.**; **P.**
- MID-CONTINENT AIRLINES**, 102 E. 9th St., Kansas City, Mo.; **J. W. Miller**, pres.; **T. B. Gilmore**, Supt., Air Mail & Cargo; 18 DC-3s; **ADO—D. S. D. Minn., Ia., Ill., Neb., Mo., Okla., Ark., Tex., La., Cd-P.**
- MONARCH AIR LINES**, Stapleton Airfield, Denver; **H. S. Darr**, pres.; **G. S. Kitchen**, traffic-sales mgr.; 5 DC-3s; **ADO—Utah, Colo., N. M.; CD-P.**
- MONTICELLO AIRWAYS**, Monticello, N. Y.; **Alfred H. Rudich**, pres.; **AO—N. Y.; C-P.**
- MUNZ AIR SERVICE**, Nome, Alaska; **William S. Munz**, pres.; 8 light planes; **C-P.**
- NATIONAL AIRLINES**, 3240 N. W. 27th Ave., Miami, Fla.; **George T. Baker**, pres.; **D. O. Kerkow**, air cargo mgr.; 7 DC-4s, 4 DC-6s; **ADO—N. Y., N. J., Pa., Md., Wash. D. C., Va., N. C., S. C., Ga., Fla., Ala., Miss., La.; AIO—Cuba, CD-CI-P.**
- NATIONWIDE AIRLINES**, Detroit City Airport, Detroit, Mich.; **John V. Weesner**, pres.; **R. E. Smith**, air cargo mgr.; 2 DC-3s, Boeing, Bonanza; **ADO—Michigan; CC—CD-P.**
- NEW ENGLAND CENTRAL AIRWAYS SYSTEM**, 299 Beacon St., Boston, Mass.; **Warren Smith**, pres.; Twin Cessna; **AO—Mass.; C-P.**
- NORFOLK-CAPE CHARLES AIRLINES**, Norfolk Municipal Airport, Norfolk, Va.; **C. S. McCallum**, pres.; **James E. Merritt**, air cargo mgr.; 2 AT-19s, 2 Norsemen, Voyager; **ADO—Norfolk-Newport News-Cape Charles, Va.; CC—CD-P.**
- NORTHEAST AIRLINES**, Logan Airport, Boston, Mass.; **George E. Gardner**, pres.; **W. Taylor**, air freight supervisor; 8 DC-3s, 3 DC-4s; **ADO—Me., Vt., N. H., Mass., Conn., R. I., N. Y.; AIO—Canada; CC—CI-P.**
- NORTHERN CONSOLIDATED AIRLINES**, Box 1439, Anchorage, Alaska; **Raymond J. Petersen**, pres.; **C-P.**
- NORTHWEST AIRLINES**, 1885 University Ave., St. Paul, Minn.; **Croft Hunter**, pres.; **James W. Mariner**, dir. of cargo traffic; 14 DC-3s, 15 DC-4s, 24 Martin 2-0-2s (10 Stratocruisers); **ADO—N. Y., N. J., Mich., Ill., Wis., Minn., N. D., S. Dak., Ore., Wash. Pa., Wash. D. C., Ohio, Alaska, Hawaii; AIO—Canada, Aleutians, Japan, China, Korea, Philippines; CC—CD—CI-P.**
- PACIFIC NORTHERN AIRLINES**, Anchorage, Alaska; **A. G. Woodley**, pres.; 7 DC-3s, 7 DC-4s; **C-P.**
- PAN-AMERICAN-GRAVE AIRWAYS**, 125 E. 42nd St., N. Y.; **Harold J. Roig**, pres.; **Howard E. Willard**, cargo sales mgr.; 14 DC-3s, 5 DC-4s, 5 DC-6s; **AIO—Panama, Colombia, Ecuador, Peru, Bolivia, Chile, Argentina, Brazil; CC—CI-P.**
- PAN-AMERICAN WORLD AIRWAYS**, 135 E. 42nd St., N. Y.; **John T. Pipe**, pres.; **J. W. G. Ogilvie**, cargo sales mgr.; 19 DC-3s, 60 DC-4s, 18 Constellations, 10 C-46s (20) Stratocruisers; **ADO—Newfoundland, Eire, England, France, Belgium, Germany, Czechoslovakia, Austria, Italy, Turkey, India, Senegal, Gold Coast, Belgian Congo, South Africa, Cuba, Virgin Islands, West Indies, Guiana, Trinidad, Canai Zone, Brazil, Paraguay, Uruguay, Argentina, Colombia, Ecuador, Peru, Bolivia, Panama, Mexico, Central America, Hawaii, Philippines, China, Siam, India, New Zealand, Australia; CC—CI-P.**
- PAN-MARYLAND AIRWAYS**, Muncie, Airport, Baltimore, Md.; **G. B. Fenwick, Jr.**, pres.; 3 Bonanzas, Cessna, Seabee; **AO—Md.; C-P.**
- PARKS AIR LINES**, Parks Metropolitan Airport, East St. Louis, Ill.; **Oliver L. Parks**, pres.
- PECK & RICE AIRWAYS**, Box 1621, Bethel, Alaska; **J. R. Peck, W. R. Rice**, props.
- PIEDMONT AIRLINES**, Smith Reynolds Airport, Winston-Salem, N. C.; **T. H. Davis**, pres.; **Lee Golson**, traffic mgr.; 7 DC-3s; **ADO—N. C., Tenn., W. Va., Ky., Ohio; CD-P.**
- PIONEER AIR LINES**, Box 12188, Houston 17, Tex.; **Robert J. Smith**, pres.; **Harding L. Lawrence**, vice pres., traffic & sales; 9 DC-3s, 2 C-47s; **ADO—Tex., N. M.; CG—CD-P.**
- REEVE ALEUTIAN AIRWAYS**, 420 D St., Anchorage, Alaska; **Robert E. Reeve**, pres.; 5 light planes; **C-P.**
- ROBIN AIRLINES**, Lockheed Air Terminal, Burbank, Calif.; **AO—Calif.**
- ROBINSON AIRLINES**, 121 E. Seneca St., Ithaca, N. Y.; **Robert E. Peach**, exec. vice pres.; **J. L. Starkweather**, supt. of operations; 5 DC-3s; **ADO—N. Y.; CD-P.**
- SLICK AIRWAYS**, Box 6568, San Antonio, Tex.; **Earl F. Slick**, pres.; 21 C-46s; **AO—Calif., Ariz., Tex., Mo., Ohio, Ill., Ind., Ky., Pa., Md., Mass., Conn., N. Y., N. J., R. I., Wash., D. C., Va., Del., Me.; C.**
- SOUTHERN AIRWAYS**, Municipal Airport, Birmingham, Alabama; **Frank W. Huise**, pres.; DC-3; **ADO—Ala., Ga., N. C., S. C., Tenn., Miss., Fla.; P.**
- SOUTHWEST AIRWAYS**, San Francisco Airport, South San Francisco, Calif.; **John H. Connally**, pres.; **Michael E. Cole**, cargo mgr.; 10 DC-3s; **ADO—Calif., Ore.; CC—CD-P.**
- TRANS-PACIFIC AIRLINES**, Box 2113, Honolulu, T. H.; **R. F. Tongg**, pres.; 4 DC-3s; **C-P.**
- TRANS-TEXAS AIRWAYS**, Municipal Airport, Houston, Tex.; **R. E. McLaughlin**, pres.; **Mel Anderson**, cargo mgr.; 8 DC-3s; **ADO—Texas; CD-P.**
- TRANS WORLD AIRLINE**, 101 W. 11th St., Kansas City, Mo.; **Edgar S. Damon**, pres.; **S. E. Russ**, dir. of cargo sales; 72 DC-3s, 14 DC-4s, 35 Constellations, 5 Stratoliners; **ADO—Mass., N. Y., N. J., Wash. D. C., Md., Del., Pa., W. Va., Ohio, Mich., Ind., Ill., Kan., Tex., N. M., Nev., Ky., Mo., Ariz., Calif.; AIO—Newfoundland, Azores, Eire, France, Switzerland, Portugal, Spain, Italy, Greece, Algeria, Tunisia, Iraq, Egypt, Israel, Saudi Arabia, India; CC—CD—CI-P.**
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- UNITED AIR LINES**, 5659 S. Cicero Ave., Chicago, Ill.; **W. A. Patterson**, pres.; **M. P. Schleifer**, cargo mgr.; cargo sales; 78 DC-3s, 39 DC-4s, 7 Stratocruisers; **ADO—Mass., R. I., Conn., N. Y., N. J., Md., Pa., Ohio, Mich., Ind., Ill., Wis., Ina., Neb., Colo., Wyo., Utah, Ida., Wash., Ore., Calif., Nev., Wash. D. C., Hawaii; AIO—Canada; CC—CD—CI-P.**
- VAL-AIR LINES**, Central Valley Airport, Mercedes, Tex.; **S. H. Collier**, pres.; 7 Navions; **AO—Tex.; C-P.**
- WEST COAST AIRLINES**, Box 516, Georgetown Station, Seattle, Wash.; **Nich. Bez**, pres.; **W. R. England**, gen. mgr.—traffic & sales; 5 DC-3s; **ADO—Western Wash., Ore.**
- WESTERN AIR LINES**, 6060 Avion Drive, Los Angeles, Calif.; **Terrell C. Drinkwater**, pres.; **Arthur C. Smith**, cargo traffic mgr.; 9 DC-3s, 6 DC-4s, 10 Convair Liners; **ADO—Ariz., Calif., Colo., Ida., Minn., Mont., Neb., Nev., Ore., S. D., Utah, Wash., Wyo.; AIO—Canada; CC—CD—CI-P.**
- WEN ALASKA AIRLINES**, Box 649, Fairbanks, Alaska; **Sigurd Wien**, pres.; 2 DC-3s, 2 Boeings, 17 light planes; **C-P.**
- WIGGINS AIRWAYS**, E. W.<sup>®</sup>, Norwood, Mass.; **Joseph Carseide**, pres.
- WISCONSIN CENTRAL AIRLINES**, Munic. Airport, Madison, Wis.; **Francis M. Higgins**, pres.; 6 Electras; **ADO—Wis., Ill., Minn.; CD-P.**
- YELLOW CAB CO. OF CLEVELAND**, 2020 W. 3rd St., Cleveland; **Jesse T. Smith**, pres.

<sup>2</sup>To inaugurate operations.  
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# UNITED STATES

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A & H FLYING SERVICE, Fletcher, N. C.  
ABERDEEN FLYING SERVICE, Aberdeen, Ida.  
ABERDEEN FLYING SERVICE, Aberdeen, S. D.  
ABILENE AVIATION CO., Box 1658, Abilene, Tex.  
ABUSO AVIATION, JOHN, Harrisburg State Airport, New Cumberland, Pa.; John Abuso, pres.; Stinson Station Wagon, Luscombe, 4 Aerocars (Stinson); **AO**—**Eas** U. S.; **C**.  
AIKEN AVIATION CO., Aiken Airport, Ashland, Ky.; Warner Kenyon, pres.; **AO**—U. S.; **C**, **P**.  
A. & R. FLYING SERVICE, P. O. Box 1078, Galveston, Tex.  
ACADIA AVIATION, INC., P. O. Box 57, Ellsworth, Me.  
ADA-AIR ACADEMY, Stinson Field, San Antonio, Tex.; J. S. L'Hommedieu & O. K. Williams, props.  
ADA FLYING SERVICE, Box 878, Ada, Okla.; Clarence Rawls, mgr.; Cub Cruiser, 6 Cub Trainers; **AO**—**X**; **C**, **P**.  
ADAMS COUNTY FLYING SERVICE, Box 94, Natchez, Miss.  
JOE ADAMSON, Commercial Airport, Rte No. 2, Box 60, Okmulgee, Okla.  
ADIRONDACK AERO SERVICE, Warren County Airport, Glens Falls, N. Y.  
ADVANCE P-G AIRMOTIVE CORP., 4106-5th Ave., Brooklyn 32, N. Y.  
AER-O-TEC, Box 572, Pascagoula, Miss.  
AERO ACTIVITIES, INC., Detroit City City Airport, Detroit.  
AERO ENTERPRISES, INC., Suite 625, Mack Bldg., Denver, Colo.  
AERO ENTERPRISES, INC., Meacham Field, Ft. Worth, Tex.; R. L. Adams, pres.; **FT-15**; **AO**—**Ad**—**Adj**—**St**—**C**, **P**.  
AERO FLYING SERVICE, INC., Lincoln Airport, Lincoln Park, Ill.  
AERO FLYING SERVICE, Riverside Airport, Wichita, Kan.; A. C. Watts and R. J. Bullock, props.  
AERO INDUSTRIES CORP., Box 1645, New Haven 9, Conn.  
AERO MANOR, W. Holmes Rd., Lansing 15, Mich.  
AERO-MARINE, INC., Municipal Airport, Council Bluffs, Iowa; Floyd E. Johnson, pres.; Stinson 150, Luscombe SE; **AO**—U. S.; **P**.  
AERO-MARINE TRANSPORTATION SERVICE, INC., 517 Hibernal Bldg., New Orleans.  
AERO NATIONAL CHARTER SERVICE, 15195 Mable-Silver Lake, Linden, Mich.  
AERONAUTICAL SALES & SERVICES, INC., P. O. Box 476, Bishop Airport, Flint 2, Mich.  
AERO SALES COMPANY, P. O. Box 756, Uvalde, Tex.  
AERO SERVICE, Boeing Field, Seattle.  
AERO SERVICES, Rte No. 2, Mercedes, Tex.  
AERO TRAINING AND TRANSPORT, INC., Hangar No. 2, Lunken Airport, Cincinnati.  
AERO-VAN EXPRESS CORP., Hangar 3, Lockheed Air Terminal, Burbank, Calif.; Roscoe R. Hart, pres.; 9 DC-3s; **AO**—U. S.; **C**.  
AERO-WAY, Box 6064, Richmond, Va.  
AEROMOTIVE SERVICE COMPANY, P. O. Box 1167, Midland, Tex.  
AEROSALES, INC., 563 Riverside Ave., Jacksonville, Fla.  
AEROSERVICE CO. OF IDAHO FALLS, IDA., INC., Box 775, Idaho Falls, Ida.  
AEROSERVICE, INC., Box 3, Municipal Airport, Omaha.  
AEROSERVIS SUD AMERICANA, Pinnelias Int'l Airport, St. Petersburg, Fla.; Owen F. Williams, pres.; 3 DC-3s, 2 C-46s (4-C); **AO**—St. Petersburg, Milwaukee, Chicago, Toledo, N. Y., Greensboro, Atlanta, Mexico City, Havana, Belize, San Pedro Sula, Tegucigalpa, Guatemala City, San Salvador, Managua, San Jose, Panama, Dominican Rep., Haiti; **C**.  
AGONAIR SERVICE, Davenport, Ia.; Robert A. Parme, pres.; **AO**—U. S.; Cessna 195, Clipper; **C**, **P**.  
AIKEN FLYING SERVICE, Box 215, Aiken, S. C.

AINSWORTH AIR SERVICE, Ainsworth, Neb.; Dan Nugent, pres.; Stinson Voyager, Station Wagon (Bonanza); **AO**—U. S.; **C**, **P**.  
AIR ACTIVITIES, INC., Municipal Airport, Mason City, Iowa.  
AIR ACTIVITIES, INC., Box 90, Dunkirk, N. Y.  
AIR ACTIVITIES, INC., Box 289, Elkins, W. Va.; A. O. Cappadonna, pres.; Autocar Sedan, Cessna 140; **AO**—U. S.; **C**, **P**.  
AIR AMBULANCE CO., Box 101, Beatrice, Neb.; Fred A. Miller, pres.; 2 PT-19s, 4 C-46s (2 C-46s); **AO**—U. S.; San Francisco, Rock Springs, Lake City, Denver, St. Louis, Philadelphia, Washington, D. C.; Los Angeles, Phoenix, Amarillo, Wichita, Chicago, Detroit, Cleveland, New York, Boston; San Diego, El Paso, Dallas, Memphis, Atlanta, Wash., D. C.; Detroit, Cleveland, Pittsburgh, Washington, Savannah, Miami; Minneapolis, Chicago, Louisville, Atlanta, Miami, Boston, New York, Wash., D. C., Savannah, Miami; Dallas, Houston, New Orleans, Miami; **P**.  
AIR CARGO EXPRESS, INC., Teterboro Air Terminal, Teterboro, N. J.  
AIR CENTER, INC., Bernard Airport, Youngstown, Ohio.  
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 CAMILLI FLYING SERVICE, Eureka Airport, Somona, Calif.; P.  
 CAMPBELL FLYING SERVICE, R. R. 2, Box 511, Cincinnati 15, Ohio.  
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 CANTON AVIATION CO., R. D. 3, Canton, Ohio.  
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 CENTRELL'S AERO SERVICE, P. O. Box 589, Conway, Ark.; Dennis F. Carter, prop.; Stearman 2 Luscombe, 2 Aerocars, 2 Cessnas; AO—Ark., Tenn., Okla.; C. P.  
 CAPE AIR SERVICE, INC., Hyannis Airport, Hyannis, Mass.  
 CAPE AIRCRAFT, INC., Warren County Airport, Glenn Falls, N. Y.  
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CARCO AIR SERVICE, P. O. Box 782, Albuquerque, N. M.; Clark M. Carr, Prop.; AO—U. S.; 7 Bonanzas, 2 Twin Beechcraft; C.P.	CATHCART, JOHN W., Box 33, Joseph, Ore.
CARDINAL AIR SERVICE, Kern County Airport, Bakersfield, Calif.	CATLIN-HUTCHINSON FLYING SERVICE, Box 2566, Oklahoma City.
CARDINAL AIR SERVICES, 38 Chestnut St., Box 70, Lafayette, Calif.	CATSKILL AIRPORT, INC., Box 16, Catskill, N. Y.; Lloyd A. Newcombe, pres.; Stinson 165; AO—U. S.; C.P.
CARDINAL AVIATION, Box 6023, San Antonio 4, Tex.	CAVALIER AVIATION, INC., 3500 Seminary Ave., Richmond, Va.
CARGILL AIRPORT, R. D. 2, Lewistown, Pa.; R. Y. Cargill, prop.	CAVANAUGH BAY FLYING SERVICE, 2524 4th Ave., Altoona, Pa.
CARIBBEAN AMERICAN LINES, INC., Miami Int'l Airport, Miami 48, Fla.	CEDAR FLYING SERVICE, INC., Box 737, Dubuque, Iowa.
CARIBOU FLYING SERVICE, Munic. Airport, Caribou, Me.	CEDAR RAPIDS & MARION FLYING SERVICE, R. R. 1, Marion Iowa.
CARLIN AIRWAYS, Munic. Airport, Warsaw, Ind.	CENTER AIRPORT, Bloomsburg RD 5, Pa.
CARLSBAD FLYING SERVICE, INC., Munic. Airport, Carlsbad, N. M.; Claude McCausland, pres.; Bonanza, Twin Cessna; AO—U. S. Mexico; C.P.	CENTERVILLE AIRWAYS, INC., Centerville, Iowa.
CARNAHAN FLYING SERVICE, Bloomington, Ill.; Art Carnahan, prop.; P.	CENTRAL AIR SERVICE, 3222 Madison Ave., S. E., Grand Rapids 8, Mich.
CAROLINA AERO SERVICE, INC., Box 57, Anderson, S. C.	CENTRAL AIR SERVICES, Rte. 13, Box 499, Fresno, Calif.
CAROLINA AIR PARK, INC., Rte. 8, Box 42, Concord, N. C.; Homer L. Troutman, pres.; Super Cruiser, 2 Taylorcraft; AO—U. S.; C.P.	CENTRAL AIR TRANSPORT, Box 405, Miami 3, Fla.; C.P.
CAROLINA AIRCRAFT CORP., Kinston Munic. Airport, Kinston, N. C.; Truman W. Miller, pres.; Seabee, Piper J-3, Escoupe, 4 Taylorcraft; AO—East N. C.; C.P.	CENTRAL AIRCRAFT, INC., Box 308, Grand Island, Neb.
CAROLINA AIRCRAFT SALES, Statesville Rd., Brockenhurst Field, Charlotte, N. C.	CENTRAL AIRPORT, Rte No. 1, Richmond, Va.
CAROLINA AVIATION, Box 954, Greenville, S. C.	CENTRAL AIRPORT FLYING SERVICE, INC., Central Airport, Camden, N. J.
CAROLINA AVIATION SERVICE, INC., Lancaster, S. C.	CENTRAL FLORIDA FLYING SERVICE, Box 1, Taylor Field, Little Rock, Ark.
CAROLINA FLYING SERVICE, Tarboro Municipal Airport, Tarboro, N. C.; George F. Hatch, prop.; Howard 450, Cub Cruiser, Airsedan; AO—U. S.; Canada; C.P.	CENTRAL FLYING SERVICE, Box 103, Centralia, Ill.
CAROLINA SKYWAYS, Box 265, Charleston, S. C.	CENTRAL FLYING SERVICE, Lambert Field, Box 53, St. Louis.
CAROLINA SKYWAYS, Box 1303, Wilmington, N. C.	CENTRAL HELICOPTERS, INC., 2016 Smith Tower, Seattle.
CARPENTER, FRED, 201 Peat St., Syracuse, N. Y.	CENTRAL MAINE FLYING SERVICE SERVICE, INC., Box 558, Old Town, Maine.
CARRIER FLYING SERVICE, Fairview, Okla.; Harold L. Carrier, prop.	CENTRAL NORTHERN AIRWAYS LTD.
CARTER FLYING SERVICE, Box 626, Freeport, Texas.	CENTRAL PARK FLYING SERVICE, INC., Central Park Airport, 5600 Ave. Q, Birmingham, 8, Ala.
CARTHAGE AIR SERVICE, Myers Field, Carthage, Mo.	CENTRAL STATES AERONAUTICAL SERVICE, INC., 4800 W. 38th St., Indianapolis.
CARTHAGE AIR SERVICE, Rte. 3, Box 14A, Carthage, Tex.; James L. Folk, Prop.	CENTRAL STATES AIRCRAFT, INC., Ogallala, Neb.; Stinson, 2 PA-16, 3 1/2 ft. A.G.C., S.P.
CARTHAGE FLYING SERVICE, Carthage, Ill.	CHAFFEE FLYING SERVICE, Box 27, Clintonville, Wis.
Ore.; P-I.	CENTRAL UTAH AVIATION, INC., Box 582, Provo, Utah.
CARY, GEORGE STONE, 1235 Blvd. West Hartford, Conn.; George CASCADE AIRWAYS TRAINING SCHOOL, 193 W. Visse, Lebanon, Ore.; P-I.	CHAIRTOWN AVIATION CO., Box 386, Gardner, Mass.
CARY, GEORGE STONE, 1235 Blvd. West Hartford, Conn.; George CASCADE AIRWAYS TRAINING SCHOOL, 193 W. Visse, Lebanon, Ore.; P-I.	CHALK'S FLYING SERVICE, 268 N. E. 57th St., Miami.
CASPARIS FLYING SERVICE, P. O. Box 777, Alpine, Tex.	CHAMBERSBURG FLYING SERVICE, Munic. Airport, El Paso, Tex.
	CHAMPION FLYING SERVICE, Inc., Lancaster, Calif.
	CHARDON AIRWAYS INC., Rte. 44, Chardon, Ohio.
	CHARLOTTE FLYING SERVICE, Munic. Airport, Charlotte, N. C.
	CHARLESTON FLYING SCHOOL, Charleston Airport, Charleston, III.
	CHASTAIN FLYING SERVICE, INC., Box 248, Prichard, Ala.

## FOREIGN AIR MAIL RATES—PER 1/2 OUNCE

Aden . . . . .	25c	Corsica . . . . .	15c	Guadalupe . . . . .	10c	Newfoundland . . . . .	10c	Salvador (El) . . . . .	10c
Afghanistan . . . . .	15c	Costa Rica . . . . .	10c	Guatemala . . . . .	(incl. Labrador) . . . . .	10c	Samos, Western (Brit'ish) . . . . .	25c	
Albania . . . . .	15c	Cuba . . . . .	8c	Haiti . . . . .	10c	New Guinea, Man- dated Territory . . . . .	25c	San Marino (Rep.) . . . . .	15c
Algeria . . . . .	15c	Curacao . . . . .	10c	Honduras (Rep.) . . . . .	10c	New Hebrides . . . . .	25c	Santa Cruz Islands . . . . .	25c
Andorra . . . . .	15c	Cyprus . . . . .	25c	Hong Kong . . . . .	25c	New Zealand . . . . .	25c	Sarawak . . . . .	25c
Anglo-Egyptian Sudan . . . . .	25c	Cyrenaica . . . . .	15c	Hungary . . . . .	15c	Nicaragua . . . . .	10c	Saudi Arabia . . . . .	25c
Angola . . . . .	25c	Czechoslovakia . . . . .	15c	Iceland . . . . .	15c	Niger . . . . .	25c	Scotland . . . . .	15c
Anguilla . . . . .	19c	Dahomey . . . . .	25c	India . . . . .	25c	Nigeria . . . . .	25c	Senegal . . . . .	25c
Antigua . . . . .	10c	Denmark . . . . .	15c	Iran . . . . .	25c	North Borneo . . . . .	15c	Seychelles . . . . .	25c
Argentina . . . . .	10c	Dodecanese Islands . . . . .	15c	Iraq . . . . .	25c	Northern Ireland . . . . .	15c	Siam . . . . .	25c
Aruba . . . . .	15c	Dominica . . . . .	10c	Italy . . . . .	15c	Northern Rhodesia . . . . .	25c	Sierra Leone . . . . .	25c
Azores Island . . . . .	15c	Dominican Republic . . . . .	10c	Italian Somaliland . . . . .	25c	Solomon Islands . . . . .	25c	Solomon Islands . . . . .	25c
Australia . . . . .	15c	Ecuador . . . . .	15c	Ivory Coast . . . . .	25c	Somalia . . . . .	25c	Southern Rhodesia . . . . .	25c
Austria . . . . .	15c	Egypt . . . . .	15c	Jamaica . . . . .	10c	Okinawa . . . . .	25c	Southwest Africa . . . . .	25c
Azores . . . . .	15c	England (and Wales) . . . . .	15c	Kenya . . . . .	25c	Pakistan . . . . .	25c	Spain . . . . .	15c
Bahamas . . . . .	10c	Eritrea . . . . .	25c	Korea . . . . .	25c	Palestine . . . . .	25c	Spanish Guineas . . . . .	25c
Bahrain Islands . . . . .	25c	Estonia . . . . .	25c	Lahuan . . . . .	25c	Panama . . . . .	10c	Straits Settlements . . . . .	25c
Balearec Islands . . . . .	15c	Ethiopia . . . . .	25c	Latvia . . . . .	15c	Papua (British New Guinea) . . . . .	25c	Surinam . . . . .	15c
Baluchistan . . . . .	25c	Falkland Islands . . . . .	10c	Lebanon (Rep.) . . . . .	25c	Paraguay . . . . .	10c	Sweden . . . . .	15c
Barbados . . . . .	10c	Faroës Islands . . . . .	15c	Liberia . . . . .	25c	Peru . . . . .	10c	Switzerland . . . . .	15c
Barbuda . . . . .	10c	Fiji Islands . . . . .	25c	Libya . . . . .	15c	Philippines (Rep. of) . . . . .	25c	Syria . . . . .	25c
Bechuanaland Protectorate . . . . .	25c	Finland . . . . .	15c	Liechtenstein . . . . .	15c	Portugal . . . . .	15c	Taiwan (Formosa) . . . . .	25c
Belgian Congo . . . . .	25c	France . . . . .	15c	Lithuania . . . . .	15c	Portuguese East Africa . . . . .	25c	Tanganyika . . . . .	25c
Belgium . . . . .	15c	Free Territory of Trieste . . . . .	15c	Luxembourg . . . . .	15c	Portuguese Guinea . . . . .	25c	Tonga (Friendly) . . . . .	25c
Bermuda . . . . .	10c	French Cameroons . . . . .	25c	Macao . . . . .	25c	Africa . . . . .	25c	Trans-Jordan . . . . .	25c
Bolivia . . . . .	10c	French Equatorial Africa . . . . .	25c	Madagascar . . . . .	25c	Portuguese Guinea . . . . .	25c	Trinidad . . . . .	15c
Bolivare . . . . .	10c	French Guiana . . . . .	10c	Malaya Islands . . . . .	15c	Portuguese India . . . . .	25c	Tripolitania . . . . .	15c
Brazil . . . . .	10c	French Guineas . . . . .	25c	Malay States (Federated) . . . . .	25c	Portuguese Timor . . . . .	25c	Tristan da Cunha . . . . .	25c
British Cameroons . . . . .	25c	French Indo-China . . . . .	25c	Mauritius . . . . .	25c	Portuguese West Africa . . . . .	25c	Tunisia . . . . .	15c
British Guiana . . . . .	25c	French Settlements in India . . . . .	25c	Malta . . . . .	15c	Reclonda . . . . .	10c	Tripolitania . . . . .	15c
British Honduras . . . . .	10c	French Settlements of Oceania . . . . .	25c	Martinique . . . . .	10c	Reunion Island . . . . .	25c	Tristan da Cunha . . . . .	25c
British Somaliland . . . . .	25c	French Somaliland . . . . .	25c	Mauritania . . . . .	25c	Rio de Oro . . . . .	25c	Tunisia . . . . .	15c
British Virgin Islands . . . . .	10c	French Sudans . . . . .	25c	Mexico . . . per ounce 6c	25c	Rumania . . . . .	15c	Turks Island . . . . .	10c
Bulgaria . . . . .	15c	French Togoland . . . . .	25c	Postal cards . . . . .	25c	Ryukyu Islands . . . . .	25c	Uganda . . . . .	25c
Burma . . . . .	25c	Germany . . . . .	15c	Monaco . . . . .	15c	Sabah . . . . .	10c	Union of South Africa . . . . .	25c
Canada . . . per ounce 6c	25c	Gibraltar . . . . .	25c	Morocco . . . . .	10c	St. Christopher . . . . .	10c	Uruguay . . . . .	15c
Postal cards . . . . .	25c	Gilbert & Ellice Islands Colony . . . . .	25c	Mozambique . . . . .	25c	St. Eustatius . . . . .	10c	U. S. S. R. . . . .	15c
Canary Islands . . . . .	25c	Gold Coast Colony . . . . .	25c	Nauru Island . . . . .	25c	St. Kitts . . . . .	10c	Vatican City State . . . . .	15c
Cape Verde Islands . . . . .	25c	Greece (Incl. Crete) . . . . .	15c	Netherlands . . . . .	15c	St. Lucia . . . . .	10c	Venezuela . . . . .	10c
Chile . . . . .	10c	Grenada . . . . .	10c	Netherlands Indies . . . . .	25c	St. Martin . . . . .	10c	Yemen . . . . .	25c
China . . . . .	25c	Grenadines . . . . .	10c	Nevis . . . . .	10c	St. Pierre & Miquelon per ounce 8c	25c	Yugoslavia . . . . .	15c
Columbia . . . . .	10c			St. Vincent . . . . .	10c	St. Vincent . . . . .	25c	Zanzibar (Incl. Pemba) . . . . .	25c
Cook Island . . . . .	25c								

UNITED STATES IRREGULAR AIR CARRIERS—Continued

- CHATHAM FLYING SERVICE, Chatham Airport, Chatham, Mass.
- CHESAPEAKE AIRWAYS, INC., Salisbury Munic. Airport, Salisbury, Md.; Fred P. Adams, 2 DC-3s; AO—MD.; C.P.
- CHESTERFIELD-CHERAW FLYING SERVICE, Box 63, Chesterfield, S. C.
- CHICKASHA FLYING SERVICE, Box 541, Chickasha, Okla.
- CHILLICOTHE FLYING SERVICE, Box 51, Muncie, Airport, Chillicothe, Mo.; Eugene E. Eschenbrenner, pres.; Stinson Reliant; AO—U. S.; C.P.
- CHINOCOTEAGUE SEAPLANE BASE, Chinocoteague Island, Va.; C. L. Savage, prop.; Taylorcraft seaplane, Seabee, PT-17, PT-19, 2 Taylorcraft landplanes, 2 J3 seaplanes; AO—mostly local, but not restricted; P.I.
- CHIPPEWA FLYING SERVICE, INC., Box 32, Sault Ste. Marie, Mich.
- CHRISTIE AIRPORT, New City, N. Y.
- CIRRUS AIR SERVICE, Box 143, Antonito, Colo.; Stanley M. Koschbury & James W. Hurst, props.; Cesna 120 (Cesna 120); AO—Colo. & surrounding states; C.P.
- CIVIL AIR AVIATION, County Airport, Waynesburg, Pa.
- CLARENDON A & E SERVICE, Box 598, Clarendon, Tex.; Joe F. Jones, pres.; Cub, Stinson, 2 Funks; AO—Tex., Okla., N. M.; C.P.
- CLARENDON FLYING SERVICE, Box 84, Clarendon, Tex.
- CLARK AERO SERVICE, Adams Field, Little Rock, Ark.
- CLARK FLYING SERVICE, Erick, Okla.
- CLARK FLYING SERVICE, Box 56, Nampa, Id.
- CLARKSBURG AVIATION CO., INC., Box 650, Clarksburg, W. Va.
- CLAY RIDGE AVIATION, INC., and Crown Point Rd., Omaha, Neb.; William A. Frasier, Jr., pres.; Cub, Cruiser, 2 Stinsons, 7 trainers (Stinson); AO—Neb., West Iowa; C.P.
- CLEARWATER FLYING CO., Box 449, Clearwater, Fla.
- CLEMENTON AVIATION, INC., White Horse Pile & Brand Ave., Clementon, N. J.
- CLEVELAND AIR SERVICE, JOHNNIE, 322 Downing St., Jackson, Miss.; Johnnie Cleveland, pres.; 2 Navions (3 Navions); AO—U. S.; C.P.
- CLEVELAND & WADE, 3200 Dewey St., Clover Field, Santa Monica, Calif.; George L. Wade, pres.
- CLICK FLYING SERVICE, 63 W. Main St., Buckhannon, W. Va.
- CLIFTON FORGE AIR SERVICE, Box 229, Clifton Forge, Va.
- CLINCH FLYING SERVICE, North Platte, Nebr.; Bellanca, Cesna 40, 2 Cesna 120s, 2 Taylorcraft (Cessna 170); AO—U. S.; C.P.
- CLINCH VALLEY AIRWAYS, Richlands, Va.
- CLINE CATTLE CO., Amarillo Hotel, Amarillo, Texas.
- CLINTON AVIATION CO., Hangar 1, Stapleton Airfield, Denver.
- CLINTON FLYING SERVICE, 311 W. Crawford St., Paris, Ill.
- CLIPPER AIR SPECIALTIES, 3 Windsor Lane, Kirkwood 22, Mo.; W. Calvin Clipping, pres.; AO—East, Midwest; C.P. (Inactive at present time, but expects to reinstate operations this year.)
- CLOTHIER FLYING SERVICE, Florence, Kan.; Norman A. Clothier, pres.; Super Cruiser; AO—U. S.; C.P.
- CLOVIS AIRPORT, Box 100, Clovis, N. Mex., W. L. Goedke and Arthur P. Jentzen, Props.
- CLUGSTON HARRY L., Macomb Airport, Macomb, Ill.
- COAST AIR TRANSPORT, INC., Box 312, Middletown, N. J.
- COAST PACIFIC AIR SERVICE, INC., Box 151, Bellingham, Wash.
- COASTAL AIR LINES, INC., 42 N. Mountain Ave., Montclair, N. J.; Esther Sussman, pres.; 3 DC-3s; AO—U. S. & territories, South America; C.
- COASTAL AIRLINES, INC., 3320 S. E. 50 Ave., Portland, Ore.
- COASTAL AVIATION, INC., Box 140, Elizabeth City, N. C.
- COASTAL CARGO CO., INC., Teterboro Air Terminal, Teterboro, N. J. C.
- COASTALAIR, INC., Virginia Beach Airport, Rte 1, Box 64A, Lynnhaven, Va.
- COASTWAY SCHOOL OF AERONAUTICS, Tillamook, Ore.; P. J. COCRHAN, JR., FRANKLIN MILLER, Box 275, Davidson, N. C.
- COCKETT AIRLINES, 1517 Leilani St., Honolulu; C.P.
- CODEX KING AERO SERVICE, Box 165, Spacelane, Ore.; also Box 55, Astoria, Ore.; L. D. Cody & C. W. Wiesking, props.; Aerona Chief, 2 PT-26s, 2 Stinsons, 3 Cessnas (Stinson); AO—Pacific Northwest; C.P.
- COFFEYVILLE AIRWAYS CO., Box 274, Coffeyville, Kan.; John H. Lightstone, pres.; Super Cruiser, 2 Stinsons, 2 Cessna 140s; AO—600 miles from base; C.P.
- COFFEE FLYING SERVICE, HARRY, Esterville, Ia.; Harry E. Coffey, pres., Fairchild 24, Bellanca, Cessna 140 (Bonanza); AO—Unlimited; C.P.
- COINER POPE FLYING SERVICE, Waynesboro Airport, Waynesboro, Va.
- COLEMILL FLYING SERVICE, Cornell Fort Air Park, Nashville 6, Tenn.; Granville M. Miller and Ernest W. Colbert, Props.
- COLLETON AVIATION SERVICE, INC., Box 214, Walterboro, S. C.
- COLONIAL AIR SERVICE, Box 141, Sausalito, Calif.
- COLONIAL FLYING SERVICE, Colonial Airport, Mt. Airy, N. C.
- COLORADO AIR SCHOOLS, INC., P. O. Box 1432, Pueblo, Colo.
- COLUMBIA AIRCRAFT SERVICES, Bloomsburg Municipal Airport, Bloomsburg, Pa.
- COLUMBIA FLYING SERVICE, Municipal Airport, Columbia, Mo.; E. W. Woods, Prop., P.
- COLUMBUS AIRWAYS, INC., P. O. Box 1478, Columbus, Ga.
- COLUMBUS FLYING SERVICE, Columbus, Minn.
- COLVILLE AIR SERVICE, Box 32, Colville, Wash.
- COMBS FLYING SERVICE, W. T. P. O. Box 350, Bristol, Va.
- COMMUNITY AVIATION CORPORATION, Box 426, Morganton, N. C.
- CONCORD SCHOOL OF AVIATION, Sherman Field, Concord, Calif.
- CONN AIR, INC., Danbury Airport, Danbury, Conn.; Richard E. Conley, pres.; Navion, Stinsons; AO—East U. S.; C.P.
- CONNECTICUT VALLEY AIRWAYS, INC., Box 418, W. Lebanon, N. H.
- CONNEX AIR LINES, P. O. Box 122, Miami Springs, Fla.
- CONNEX AIR SERVICE, HAROLD, Muncie, Airport, Abilene, Kansas; Harold Connel, Jr., pres.; Cessna 120; C.P.
- CONNORS' MOBILE AIR SERVICE, JACK, Box 2006, Spring Hill, Alabama.
- CONSOLIDATED AIRCRAFT REPAIR, INC., Smith Field, Ft. Wayne, Ind.
- CONSOLIDATED AIR SERVICE, Hayward Airport, Hayward, Calif.
- CONSOLIDATED SCHOOL OF AVIATION, INC., Cape Girardeau, Mo.; William J. Kies, pres.; Stinson V-77, Cub Cruiser, Luscombe; AO—U. S.; C.P.
- CONTINENTAL CHARTERS, INC., Miami Int'l Airport, Miami; John Belding, pres.; 3 C-46s; AO—U. S., Caribbean, So. America; C.P.
- CONTINENTAL DIVIDE AVIATION CO., Box 851, Rawlins, Wyo.
- CONWAY VALLEY AIRPORT, Box 276, Conway, N. H.
- COOK CLELAND CATALINA AIRWAYS, INC., Cook Cleland Airport, Willoughby, Ohio; Cook Cleland, pres.; AO—U. S. Canada; P. BY SA; C.P.
- COOK'S AERO SERVICE, Box 41, Alcoa, Tenn.
- COOLIDGE FLYING SERVICE, Box 1208, Coolidge, Ariz.; Russell White & Leon Smith, props.; Stinson Station Wagon (Stinson); AO—U. S.; C.P.
- COOPER & BOSWORTH AIR SERVICE, Beach Airport, Charlotte, Mich.
- CORSAIR FLYING SERVICE, INC., Box 315, Kalispell, Mont.
- CORSICA SCHOOL OF AERONAUTICS, Box 1133, Corsicana, Tex.—P.A.
- CORTZ FLYING SERVICE, Cortez, Colo.
- CORTLAND AIRWAYS, Municipal Airport, Cortland, N. Y.
- COUNTRY CLUB FLYING SERVICE, INC., Hicksville, L. I., N. Y.
- COUNTY AIRPORT CORP., Westchester Cty. Airport, White Plains, N. Y.
- CROWFORD, ALBERT TERRY, Box 267, Nasogoches, Tex.
- CROWN, THOMAS H., Jr., Box 100, New Paltz, N. Y.
- CRESCENT CITY AIRWAYS, New Orleans, Airport, New Orleans; James B. Leverett, prop.; Stinson AT-19, Stearman PT-17, Taylorcraft, Cub seaplane, 4 Cubs; AO—U. S.; C.P.
- CRESCENT CITY AVIATION, Box 2011, Sta. D, Evansville, Ind.; W. B. Dorre, prop.
- CRETE FLYING SERVICE, Municipal Airport, Crete, Neb.
- CREW FLYING SERVICE, Wahoo, Neb.
- CROWELEY'S AIR ACTIVITIES, INC., Box 100, Wild, Augusta, Ga.
- CROSBYTON FLYING SERVICE, INC., Crosbyton, Tex.
- CROSS, DWIGHT SHAW, Huntersville, N. C.
- CUB AVIATION SERVICE, INC., Box 690, Jackson, Mich.
- CULVER FLYING SERVICE, INC., Municipal Airport, Evansville, Ind.
- CUMBERLAND FLYING SERVICE, RFD 3, Portsmouth, Va.
- CUMMINS FLYING SERVICE, Star Rte., Camdenton, Mo.
- CUMBER AIR TRANSPORT, LTD., Municipal Airport, Galesburg, Ill.; DC-3, Cessna UC-78, Bell helicopter, 2 Bonanzas; AO—North & South America; C.P.
- CURRY FLYING SERVICE, 882 Palm St., Abilene, Tex.
- AO—2,000 miles from base; C.P.I.
- CUSHING FLYING SERVICE, Municipal Airport, Cushing, Okla., John C. Kenworthy, Prop.
- D
- D & D FLYING SERVICE, Box 227, Clinton, Okla.
- DABNEY, VIRGINIUS, 6619 Robin Rd., Dallas, Tex.
- DAKOTA AVIATION CO., W. W. Howes Munic. Airport, Huron, S. D.
- DAKOTA SKYWAYS, Box 1676, Fargo, N. D.; Vernon L. Scott, pres.
- DALLAS AIRCRAFT SALES, INC., 3416 Love Field Dr., Box 7121, Dallas.
- DALTON FLYING SERVICE, P. O. Box 401, Williams, Calif.
- DANBURY SCHOOL OF AERONAUTICS, INC., Box 2008, Danbury, Conn.
- DANIELS, LEWIS D., 3728 E. 29th Ave., Spokane, Wash.
- DANVILLE AVIATION SCHOOL, INC., P. O. Box 457, Municipal Airport, Danville, Va.
- DANVILLE FLYING SERVICE, Danville, Pa.; Kenneth B. Burrows, pres.; PA-12, 4-place plane, unspecified; AO—U. S.; C.P.
- DARBY FLYING SERVICE, INC., Box 1014, Danville, Va.
- DARLINGTON, WILLIAM ARTHUR, Anderson Airport, Anderson, Ind.
- DAVIDSON AIR SERVICE, Vermillion, S. D.
- DAVIES FLYING SERVICE, INC., Bowman Field, Louisville, Ky.
- DAVIS BROS. FLYING SERVICE, Daleville Airport, R D 3, Moscow, Pa.
- DAVIS FLYING SCHOOL, 509 W. French Pl., San Antonio, Tex.; F. C. Davis, mgr.; P.I.
- DAVIS FLYING SERVICE, Lake Village, Ind.
- DAVIS FLYING SERVICE, Laytonsville, Md.
- DAVIS SCHOOL OF FLYING, Box 345, Ridgecrest, Calif.; Robert Davis, pres.
- DAVIS, ROE, F. Box 546, Burns, Ore.
- DAVIS SEAPLANE BASE, Rte 3, Box 506A, Orlando, Fla.; A. H. Lane, pres.; 1 Aerocoupe; AO—Fla.; C.P.
- DAY FLYING SERVICE, JOHN, Box 261, John Day, Ore.
- DAYTONA BEACH FLYING SERVICE, Box 3701, Municipal Airport, Daytona Beach, Fla.
- DEATON FLYING SERVICE, HASKELL A., Plaza Airport, Charlot, N. Y.; Haskell & Deaton, prop.; Luscombe, PA-11, 2 PA-12 Cruisers; AO—U. S.; C.P.
- DE AUTREMONT, VERNE, 1130 Chemeketa St., Salem, Ore.
- DECCKER FLYING SERVICE, Box 116, Dunellen, N. J.
- DEFIAIR INC., Bryan-Defiance Memorial Airport, Defiance, O.; N. E. Flint, pres.; 3 small landplanes, small seaplane; AO—O., Mich., Ind.; C.P.
- DE FUNJAK FLYING SERVICE, De Funjaks Springs, Fla.; Clyde C. Cannan & Frank E. Smith, props.
- DELMARVA FLYING SERVICE, Delmarva Airport, Salisbury, Md.
- DELMONTE AVIATION CO., Box 311, Monterey, Calif.
- DEL RIO FLYING SERVICE, Box 523, Del Rio, Tex.
- DEMATA AIR SERVICE, Starr Nelson Airport, Delta, Colo.
- DEMING AIR PARK, Box 110, Deming, N. M.; Frank M. Huxtable, prop.
- DENTEN, RALPH R., Ross-Denien Airport, Salem, Ind.; Ralph R. Denien, prop.; 2 Cubs; AO—U. S.; C.P.
- DENTON AVIATION CO., Denton, Tex.; Jack Grey, pres.; PA-12, Stinson 108; AO—U. S.; Canada; Mexico; C.P.
- DERVEND FLYING SCHOOL, INC., Matamoras, Pa.
- DES MOINES FLYING SERVICE, Box 172, Des Moines, Ia.
- DESCOMBE AVIATION SERVICE, INC., Brainard Field, Hartford, Conn.
- DESERT SKYWAYS, INC., Box 100, Boulder, Nev.
- DEVENER, RAYMOND F., Broadway, Hanover, Pa.
- DEVILS LAKE FLYING INDUSTRIES, Box 158, Oceanlake, Ore.
- DE WITTE FLYING SERVICE, Prophetstown Airport, Prophetstown, Ill.
- D. G. FLYING SERVICE, RR No. 3, Elwood Airport, Elwood, Ind.
- DICKERHOFF FLYING SERVICE, Municipal Airport, Chanute, Kan.
- DIECKBRADER, R. E., 5391 Eastern Ave., Cincinnati.

## UNITED STATES IRREGULAR AIR CARRIERS—Continued

DIXIE AIR ASSOCIATES, INC., Box 6067, Municipal Airport, Memphis; Louis P. Hulet, pres.; 2 Cessna 120s, 1 Cessna 170;	DODGE CITY AIR SERVICE, INC., Box 190, Dodge City, Kan.
AO Team, Ark., Miss., Ind., Ky.; C.P.	DODGE CITY AIR SERVICE, Box 708, Chehalis, Wash.
DIXIE AIR, INC., Van De Graaf Field, Tuscaloosa, Ala.	DONALDSON COMPANY, INC., Plentywood, Mont.
DIXIE AIR SERVICES, INC., P. O. Box 4237, Fondren Station, Jackson, Miss.	DOTSON BROS., Coeburn Airport, Coeburn, Va.
DIXIE AIRWAYS, Box 1134, Williamsburg, Va.; David Charles Weiss.	DOUGLAS FLYING SERVICE, Douglas Airport, Corpus Christi, Tex.
DIXIE AVIATION CO., Owens Field, Columbia, S. C.; M. Berley Kittrell, pres.; Stinson V-77, Station Wagon; AO—U.S.; C.P.	DOWN EAST AIR SERVICE, INC., 554 N. Main St., Brewer, Maine.
DIXON FLYING SERVICE, Dixon Airport, Dixon, Ill.; R. O. Schell, prop.	DOWNTOWN AIRPORT, INC., R. D. No. 1, Vineland, N. J.
DOCKERY, J. O., AIR SERVICE, P. O. Box 817, Stuttgart, Ark.; J. O. Dockery, Prop.	DOWNTOWN SKYTEL, INC., P. O. Box 992, Deming, N. Mex.
DOUBOIS SCHOOL OF AVIATION, INC., Box 372, Dubois, Pa.; P.I.	DRAPELA FLYING SERVICE, Waller Field, Grand Junction, Colo.
DUNCAN FLYING SERVICE, Box 647, Duncan, Okla.	DUNBAR SCHOOL OF AVIATION, INC., Box 372, Dubois, Pa.; P.I.

## International Air Parcel Post Rates From United States

COUNTRY	1st 4 oz. or 4 oz. fraction	Each Addit. 4 oz.	1 lb.	2 lb.	3 lb.	5 lb.	10 lb.	Rate for Limit of Wgt.
	or frac.	1 lb.	2 lb.	3 lb.	5 lb.	10 lb.	Rate for Limit of Wgt.	
Argentina	1.51	.76	3.79	6.83	9.85	15.95	31.15	134.51
Australia	1.62	1.22	5.48	10.99	18.39	31.35	63.75	70.23
Austria	1.05	.49	2.52	4.48	6.44	10.36	20.16	43.68
Azores	.71	.44	2.03	3.79	5.55	9.07	17.87	19.63
Bahamas	.83	.14	1.25	1.81	2.37	3.49	5.29	13.01
Belgian Congo	1.38	.79	3.75	6.91	10.07	16.39	32.19	139.63
Belgium	.98	.43	2.27	3.99	5.71	9.15	17.75	76.23
Bermuda	.76	.13	1.15	1.67	2.19	3.23	4.83	13.07
Bolivia (3)	1.08	.49	2.98	5.48	8.48	16.68	31.08	44
British Guiana	1.07	.59	2.24	3.80	5.36	8.48	16.28	35.00
Chile	1.31	.56	2.99	5.23	7.47	11.97	23.17	50.03
China (6)	1.43	1.08	4.67	8.99	13.31	21.95	43.55	216.35
Colombia	1.21	.40	2.42	4.02	5.62	7.92	15.92	71.21
Costa Rica	.79	.29	1.66	2.82	3.98	6.30	12.10	51.81
Cuba	.80	.15	1.25	2.15	3.45	5.05	8.85	22
Curaçao	.72	.36	1.80	3.24	4.68	7.26	14.76	63.72
Czechoslovakia	.88	.48	2.32	4.24	6.16	10.00	19.60	84.88
Denmark (incl. Faroe Islands)	.97	.47	2.38	4.26	6.14	9.90	19.30	83.22
Dominican Republic	.86	.22	1.52	2.40	3.28	5.04	9.44	39.36
Ecuador	1.24	.33	2.23	3.55	4.87	6.51	13.11	58.93
Egypt	1.35	.64	3.27	5.83	8.39	13.51	25.31	57.93
Eire (Ireland)	.97	.37	2.08	3.60	5.34	8.00	15.40	16.88
Estonia	1.66	.63	3.55	6.97	8.59	13.63	26.22	56.47
Fiji Islands	1.67	1.00	4.67	8.67	12.67	20.67	40.67	88.67
Finland	.88	.51	2.41	4.45	6.49	10.57	20.77	90.13
France	1.22	.44	2.54	4.30	6.06	9.58	18.38	39.50
French Guiana	.79	.44	2.11	3.87	5.63	9.15	17.95	19.71
Germany	.95	.45	2.30	4.10	5.90	9.50	18.50	40.10
German West Coast Colony	1.18	.64	3.10	5.66	8.22	13.34	26.14	56.86
Great Britain & No. Ireland	1.00	.41	2.23	3.87	5.31	8.79	16.99	36.67
Greece (incl. Crete and Dodecanese Islands)	1.07	.57	2.78	5.06	7.34	11.90	23.30	50.66
Guatemala	1.01	.25	1.76	2.76	3.76	5.76	10.76	44.76
Haiti	.72	.21	1.35	2.19	3.03	4.71	8.91	37.44
Honduras (5)	.78	.28	1.62	2.74	3.94	6.10	10.70	40.78
Hong Kong	1.39	.59	1.91	11.17	17.03	28.15	55.95	122.67
Iceland	.89	.33	1.88	3.20	4.52	7.16	13.76	58.04
India	1.70	.96	4.58	8.42	12.26	19.94	39.14	85.22
Iraq	1.47	.72	3.63	6.51	9.39	15.15	29.55	127.47
Italy	1.08	.50	2.58	4.58	6.58	10.58	20.58	44.58
Latvia	1.66	.63	3.55	6.07	8.59	13.63	26.22	56.47
Lithuania	1.16	.63	3.55	6.07	8.59	13.63	26.22	56.47
Luxembourg	.98	.43	2.27	3.99	5.71	9.15	17.75	76.23
Mexico	.64	.18	1.18	1.90	2.62	4.06	11.26	32.14
Netherlands	.89	.44	2.21	3.97	5.73	9.25	18.05	77.89
New Zealand	1.82	1.17	5.33	10.01	14.69	24.05	47.45	52.13
Newfoundland (incl. Labrador) (4)	.76	.16	1.24	1.88	2.52	3.80	7.00	10.50
Nicaragua	.80	.29	1.67	2.83	3.99	6.31	12.11	51.53
Norway (incl. Spitsbergen)	1.02	.47	2.43	4.11	6.19	9.95	19.35	83.27
Philippines (7)	1.81	1.26	5.59	10.63	15.67	25.75	50.95	222.31
Portugal (1)	.71	.44	2.03	3.29	5.55	9.07	17.87	19.63
El Salvador	1.02	.26	1.80	2.06	3.10	5.18	10.38	45.74
Saudi Arabia (8)	1.56	.77	3.87	6.95	10.03	16.19	31.59	34.07
Siam	2.29	1.50	6.79	12.79	18.79	30.79	60.79	132.47
Surinam	.92	.41	2.15	3.79	5.43	8.71	17.41	44
Sweden	.45	.22	1.22	1.98	2.64	4.16	19.96	86.60
Switzerland	.92	.46	2.30	4.14	5.98	9.66	18.86	81.42
Syria (2)	1.22	.64	3.14	5.70	8.26	13.38	26.18	113.22
Trieste	1.08	.50	2.58	3.68	5.58	9.58	19.58	44.58
Trinidad and Tobago	1.03	.35	2.08	3.48	4.88	7.68	14.68	31.48
Tunisia	1.11	.64	2.73	4.89	7.05	11.37	22.17	45.51
Turkey	1.15	.57	2.86	5.14	7.42	11.98	20.38	100.90
Union of South Africa	.91	.94	4.13	7.89	11.63	19.17	37.97	41.73
Union of Soviet Socialist Republics	1.66	.63	3.55	6.07	8.59	13.63	26.23	56.47
Uruguay	1.26	.76	3.54	6.58	9.62	15.70	30.90	134.26
Vatican City State	1.08	.50	2.58	3.58	5.58	9.58	19.58	44.58
Venezuela	1.27	.36	2.35	3.79	5.23	8.11	13.51	64.27

Note: Weight limits are set by the respective countries involved.)

- (1) Limit of 22 pounds to Lisbon only.
- (2) Chaba and Sakhad have an 11-pound limit; Bloudan, Tel Abiad, and Yabroud have a 22-pound limit.
- (3) Parcel for Bolivia exceeding 11 or 22 pounds in weight accepted for certain offices only.
- (4) Parcels weighing 8 ounces or less should not have customs declarations or parcel post stickers attached.
- (5) Parcels for Honduras exceeding 22 pounds in weight, accepted for certain offices only.
- (6) Parcels for China exceeding 22 pounds in weight accepted for the cities of Canton (Kwangtung), Shanghai (Kiangsu), and Swatow (Kwangtung).
- (7) Parcels for the cities of Manila, Baguio, Iloilo, Cebu, Zamboanga, and Davao, and the municipality of Tacloban in the Province of Leyte may weigh up to 44 pounds. The weight limit for other places is 11 pounds, except that parcels containing only legal, educational, medical, or scientific books may weigh up to 22 pounds when addressed for delivery in cities in the Philippines.
- (8) To post offices of Dhahran, Hassa, Khobar, and Riyadh only.

## UNITED STATES IRREGULAR AIR CARRIERS—Continued

DUPEN FLYING SERVICE, Muncie, Airport, Sacramento, Calif.  
DYE, T. H., Box 712, Dumas, Tex.  
DYERSBURG FLYING SERVICE, Box 381, Dyersburg, Tenn.

E  
EAGLE AIR EXPRESS, Box 209, Yeakum, Tex.  
EAGLE AIR SERVICE, Box 1327, Adams Field, Little Rock, Ark.  
EAGLE TAIR, INC., Box 147, Raton, N. M.  
EAST COAST AIR SERVICE, INC., Box 3006, Miami.  
EAST COAST AVIATION CORP., Box 329, Lexington 73, Mass.  
EASTERN SHORE AIR SERVICE, Parkale, Va.  
EASTERN SHORE FLYING SERVICE, Kellam Field, Weirwood, Va.; Harry W. McCann, Jr.: PA-12; AO—East of Mississippi River; P.  
EASTPORT FLYING SERVICE, INC., P. O. Box 104, Eastport, Maine.

EATON RAPIDS FLYING SERVICE, Eaton Rapids, Mich.; William L. Hawk, pres.; T-50, Station Wagon (Station Wagon); AO—Mich.; C.P.

EBENSBURG FLYING SERVICE, Ebensburg, Pa.  
ECHELON AERONAUTICAL SERVICE, Box 104, Haddonfield, N. J.; Rogers M. Smith, pres.; 4 S-place single-engine & multi-engine planes, under 10,000 lbs.; AO—U. S., Canada, Mexico; C.P.

ECCLES FLYING SERVICE, Wolf Point, Mont.  
EDWARD AIRWAYS, INC., 111 W. St., N. Y.

EDDY FLYING SERVICE, Inc., Municipal Airport, Findlay, Ohio; Paul P. Eddy, pres.; Bonanza; AO—U. S., C.P.

EDDE, JOHN S., 1112 Jefferson Ave., Des Moines.

EDGINGTON AIR SERVICE, Muncie, Airport, Concordia, Kan.

EDMONDSON FLYING SERVICE, INC., Clover, Va.

EL MONTE AIR TRANSPORTATION, El Monte Airport, El Monte, Calif.

ELTON FLYING SERVICE, Elton Airport, Elton, Mo.

ELKHORN AIR SERVICES, P. O. Box 147, Elkhorn, Wis.

ELKHART FLYING SERVICE, INC., Eastside Airport, Box 602, Elkhart, Ind.

ELKTON AIRPORT, Elkton, Va.

ELLENSBURG FLYING SERVICE, Box 386, Ellensburg, Wash.

ELLINWOOD FLYING SERVICE, Muncie, Airport, Ellinwood, Kan.; Crist Chifos, prop.

ELLIOTT FLYING SERVICE, Craft Field, Box 418, Davenport, Ia.; AO—U. S., Canada; C.P.

ELLIOTT, HENRY E., 811 Maple St., Cleveland, Miss.

ELMIRA AERONAUTICAL CORP., County Airport, Horseheads, N. Y.

ELMORE & MILLER AVIATION ENTERPRISES, Box 328, Casper, Wyo.

ELSINOIRE AIRPORT, Box 686, Elsinore, Calif.; E. L. Medicott, prop.

EMBRY-RIDDLE CO., Box 668, Miami; J. C. McKay, pres.; B-18; 3 S-18; Cesna 140; AO—U. S.; C.P.

EMERY FLYING SERVICE, Cameron, Mo.; Harold E. Emery, pres.; 4 light planes; AO—U. S.; C.P.

EMMERT AIRPORT, INC., Iowa Falls, Ia.; Leslie T. Emmert, pres.; Stinson, Waco, Cesna; AO—U. S.; C.P.

EMPIRE STATE AVIATION, Newburgh-Walden Airport, Walden, N. Y.; I. Earl Tillison, prop.

EMPORIA FLYING SERVICE, INC., Muncie, Emporia, Kan.

ENGLEWOOD AIRPORT, Box 146, Englewood, Colo.

ENGLEWOOD FLYING SERVICE, State Field, Mobile, Ala.

ENLOE AERO SERVICE, Box 525, Decatur, Ill.

ENNIS FLYING CLUB, City Airport, Ennis, Tex.

ERHART FLYING SERVICE, Laredo, Kan.; Delbert F. Erhart, pres.; 2 Cesnas; AO—U. S.; C.P.

ERIE COUNTY FLYING SERVICE, Box 256, Fairview, Pa.; M. E. Dudlak, mgr.; Twin Cesna, Cesna 140, AT-6, Reliant, PT-19, 4 Aerona 7ACs (Stinson 165); AO—Unrestricted; C.P.—I.

ESCALANTE, OSCAR F. & TRAKOWSKI, VERN D., 141 Hilltop Circle, Santa Vista, Calif.

ESKRIDGE FLYING SERVICE, Craik Municipal Airport, Craik, Colo.; Jim Eskridge, pres.; AO—Rocky Mt. area; 2 Bonanzas, Cub; Taylorcraft; C.P.

EUGENE FLYING SERVICE, Box 229, Eugene, Ore.; Joseph Harrell, pres.; Cub, Cruiser, Cesna AO—U. S.; C.P.

EUNICE AIRPORT, Box 415, Eunice, La.

EXECUTIVE FLEET, INC., Braintree Field, Hartford, Conn.

EVANSVILLE FLIGHT SERVICE, INC., 519 Vine St., Evansville, Ind.

EVERGREEN AIRWAYS, INC., Box 737, Hornbrook, Wash.

EXECUTIVE AIRLINES, INC., 814 Chester-Ninth Blvd., Cleveland.

EXECUTIVE AVIATION, INC., Muncie, Airport, Hayward, Calif.

EXECUTIVE FLEET, INC., Braintree Field, Hartford, Conn.; G. Stewart Howe, pres.; 4 Navions; AO—U. S., Canada; C.P.

F  
FAAHS, ALFRED W., Michael Rd., Orchard Park, N. Y.

FABER FLYING SERVICE, INC., Valley Airport, Box 848, Waynesboro, Va.

FAIRFOREST AIRPORT, INC., Box 709, Spartanburg, S. C.

FALCON AIRWAYS, Box 180, Reidsville, N. C.

FALCONER AIRPORT, Falconer, N. Y.

FALLS FLYING SERVICE, Thief River Falls, Minn.; L. A. Ihle, pres.; Cub, Taylorcraft, 2 Voyagers; AO—N. Minn.; C.P.

FANSTY AIR SERVICE, INC., E. F. Memorial Airpark, Mountain, N. J.; George Fansty, prop.

FANTASY AIR SERVICE, INC., Box 176, La Crosse, Wis.

FARMINGTON AVIATION CORP., Box 286, Farmington, Mo.

FARRAR, LES, 900 42nd St., San Bernardino, Calif.

FARELL FLYING SERVICE, Twin City Airport, Benton Harbor, Mich.

FASSETT, ALVAH, Box 85, Tunkhannock, Pa.

FAIRFIELD FLYING SERVICE, Box 11, Gonzales, Tex.

FAIRFIELD & AYERS, INC., Box 36, Paris, Tex.

FAYETTEVILLE AIR SERVICE, Fayetteville, N. C.; Cub; AO—U. S.; C.P.

FAYETTEVILLE FLYING SERVICE, Box 544, Fayetteville, Ark.

FECHTER-BROWER AIR SERVICE, Sutherland, Ia.

FEDERATED AIRLINES, INC., 119 W. 48th St., N. Y.

FELTS FLYING SERVICE, Box 175, Roebuck, Ore.

FERNS AIR SERVICE, Concord Airport, Concord, N. H.; Franklin T. John W. Ferne, pres.; Stinson 150, Cesna 140 (Cessna 170); AO—U. S.; Canada; C.P.

FERRY AIR SERVICE, East Greenwich Airport, East Greenwich, N. Y.

FESTUS FLYING SERVICE, INC., 215 Main St., Festus, Mo.

FINLEY'S FLYING SERVICE, Box 863, Joplin, Mo.

FITZGERALD AIR SERVICE, INC., Box 390, Mendota, Ill.  
FLAG-AIR, INC., Box 1398, Flagstaff, Ariz.; Carl K. Guthrie, pres.; Voyager, Silvair; AO—U. S.; C.P.

FLEEMAN FLYING SERVICE, Manila, Ark.

FLETCHER AVIATION, INC., Franklin-Nordik Airport, Norfolk, Mass.

FLIGHT LINE, INC., Muncie, Airport, Lincoln, Neb.

FLIGHT SALES, 415 Prospect Ave., Asbury Park, N. J.

FLIGHTS, INC., 6429 Anaheim Telegraph Rd., Los Angeles.

FLINT FLYING SERVICE, Bishop Airport, Flint 7, Mich.

FLITE WAYS, INC., Blue Earth, Minn.

FLORIDA CITY AVIATION, INC., Box 707, Monroe, Mich.

FLORIDA AVIATION COLLEGE, Box 1621, Drew Field, Tampa; P.I. Paul 1, Minn.

FLYING CLIPPER SERVICE, 1700 Central Courts No. 3, Gulfport, Miss.; Wm. W. Toy, prop.

FLYING CLOUD AIRPORT, INC., 6034½ Ruby St., Los Angeles.

FLYING DUTCHMAN AIR SERVICE, Somerton Airport, Phila.; P.

FLYING L RANCH, Bandera Airport, Bandera, Tex.; J. H. Lapham, prop.

FLYING SPORTSMEN'S RESORT, a Harrisburg, Ark.

FLYING SCHOOL OF AERONAUTICS, INC., Ford Airport, Iron Mountain, Mich.

FORDVILLE FLYING SERVICE, Fordville, N. D.

FORKED RIVER AIRPORT, Forked River, N. J.

FORSGATE AIRPORT, Forsgate Drive, Jamesburg, N. J.

FORSYTHE FLYING SERVICE, Lexington, Ore.

FORT COLLINS FLYING SERVICE, INC., Box 180, Fort Collins, Colo.

FORT SMITH FLYING SERVICE, Box 1056, Fort Smith, Ark.

FORT SUMNER FLYING SERVICE, Box 561, Fort Sumner, N. M.

FOSS FLYING SERVICE, INC., JOE, Muncie, Airport, Sioux Falls, S. D.; Joseph J. Foss, pres.; Taylormail, Stearns, PT-17, PT-19, PT-26, Simson 10A, Stinson 177; AO—S. D., N. Neb., W. Minn., W. Ia.; C.P.

FOSTERS CHARTER SERVICE, 328 N. Market St., Frederick, Md.; Hesbia C. Foster, prop.

FOX RIVER AVIATION CORP., Rte. 6, Green Bay, Wis.

FRANCIS AVIATION, Capitol City Airport, Lansing, Michigan; Gerald Francis, pres.; Bonanzas, Beechcraft D 18 S; AO—U. S., Canada; Meigs; C.P.

FRANKLIN AIRCRAFT SALES & SERVICE, INC., Box 1191, Great Falls, Mont.

FRANKLIN FLYING SERVICE, 364 N. E. 57th St., Miami.

FRANKS FLYING SERVICE, Farmer's Field Airport, Palestine, Ill.

FRANTZ FLYING SERVICE, Woodrum Field, Roanoke, Va.

T. E. Frantz, Jr., prop.

FRAZIER, K. R., Scott Depot, W. Va.

FREEDRICK FLYING SERVICE, Frederick, Okla.

FREDERICK AIRPORT, Box 141, Frederick, Md.

FIGHTING FLYING, INC., P. O. Box 534, Miami Springs, Fla.

FREMONT AIR SERVICE, INC., Box 371, Florence, Colo.

FRENCH SCHOOL OF AVIATION, INC., Muncie, Airport, Baltimore, Md.

FRIEDKIN AIRLINES, 2930 Pacific Hwy., San Diego, Calif.

FRONTIER AVIATION CO., Box 1, Laramie, Wyo.

FROST AIR SERVICE CO., INC., South St., West Haven, Conn.

FRYE, BERNARD N., Madison, Minn.

FUELER FLYING SERVICE, Fuller Airport, Milford, Ia.

FULLOP FLYING SERVICE, 401 E. 5th St., Mt. Carmel, Ill.

FUNK FLYING SERVICE, Muncie, Airport, Sedalia, Mo.; Jack Funk, prop.

G  
G & G AIRLINES CO., LTD., Glendale Airport, Tucson, Ariz.

GADSON FLYING SERVICE, INC., Gladstone, Ala.

GALAX AIRPORT, INC., THE, Galax, Va.

GALVESTON AVIATION SERVICE, Box 851, Galveston, Tex.

GALVIN FLYING SERVICE, Boeing Field, Seattle; Jim Galvin, pres.; PA-11, 2 Super Cruisers (2 Planes); AO—N. W. Wash.; C.P.

GAMBLE AIRPORT, Rte. 1, Hobart, Ind.

GANNOE FLYING SERVICE, INC., Box 389, New London, Conn.; Raymond D. Ganno, pres.; Cesna 120, Cesna T-50, PT-26, 2 PA-11s; AO—U. S.; C.P.

GARDEN CITY AVIATION SALES & SERVICE, Box 381, Garden City, Kan.; Lowell Braker & R. Deines, props.; Navion, Super Cruiser, Ercoue 415C (Navion); AO—U. S.; C.P.

GARDEN CITY FLYING SCHOOL, Muncie, Airport, Garden City, Kan.

GARDINIER FLYING SERVICE, Medford, Wis.; W. E. Gardiner, A. Stromberg, props.; 2 Taylorcraft BC-12As; AO—Wis. & surrounding states; C.P.

GARRETT, JOHN R., Gordonsville Municipal Airport, Gordonsville, Va.

GATE CITY AERO SERVICE, Muncie, Airport, Atlanta, Ga.; H. W. Clay, pres.; Skyraider C-185, Cesna T-50; AO—U. S.; C.P.

GATES & MEADE FLYING SERVICE, Box 38, Fortuna, Calif.

GAULT AVIATION, INC., Cuddihy Field, Corpus Christi, Tex.; Roger Gault, pres.; Cesna T-50, Bonanza, Taylorcraft; AO—S. W. U. S.; C.P.

GELTZ AIR SERVICE, ROY K., Box 811, Lancaster, Pa.

GENERAL AERONAUTICS, INC., Meacham Field, Fort Worth, Tex.

GENERAL AIRWAYS, 1500 S. W. Harbor Drive, Portland, Ore.; Gus Callas, pres.; 2 DC-3s (DC-3); AO—U. S., Alaska; C.P.

GENERAL AIRCRAFT CO., INC., Box 160, Boise, Idaho.

GENERAL AIRCRAFT SERVICE CO., Box 235, Gooding, Idaho.

GENERAL AIRPLANE SERVICE, Box 250, Sheridan, Wyo.; N. P. Yentzer, Jr., & R. V. B. Yentzer, props.; Luscombe 8A, 2 PA-11s; AO—U. S.; C.P.

GENERAL AVIATION, INC., Box 232, Willoughby, Ohio.

GENERAL SCHOOL OF AVIATION, Box 2434, Tampa, Fla.

GENESEE AIRPORT, INC., E. Henrietta Rd. at Jefferson Rd., R. D. 2, Rochester, N. Y.

GENESI ALBERT, Airport, Osceola Mills, Pa.

GEORGETOWN FLYING SERVICE, Georgetown, Tex.

GEORGIA AERO SERVICE, INC., Russell Field, Rome, Ga.

GERMAN, MARY, Cozad, Neb.

GETTYSBURG AIR SERVICE, Box 356, Gettysburg, S. D.

GIBBONS O'KEEFFE AIR AMBULANCE SERVICE, 4245 W. Madison St., Chicago; A.

GIBSON AIR SERVICE, LeTourneau Airport, Toccoa, Ga.

UNITED STATES IRREGULAR AIR CARRIERS—Continued

- GILLESPIE AVIATION CO., McKellar Airport, Box 1010, Jackson, Tenn.
- GILLETTE AIR PARK, Gillette, Wyo.
- GILLIS FLYING SERVICE, Box 1718, Billings, Mont.
- GILMEN FLYING SERVICE, Box 277, Gainesville, Ga.
- GILMORE REFRIGERATION SERVICE, INC., HUGH, 126 N. U. S. P. St., Pensacola, Fla.; Hugh Gilmore, prop.; Voyager AO—*C.P.*
- GLASSCOCK AVIATION ACTIVITIES, Box 2388, Corpus Christi, Tex.
- GLEASON FLYING SERVICE, 6300 E. 15th St., Tulsa, Okla., Gleason Romans, prop.
- GLENDIVE FLYING SERVICE, Glendive, Mont.; Martin R. Railey, pres.; Cessna 140, Station Wagon, 2 Aerona 7AC; AO—*Glenridge area; C.P.*
- GLENROCK FLYING SCHOOL, INC., Box 2362, Norfolk, Va.; 15 planes including Cubs, Aerocars, Taylorcraft, Escoupe, Ryans, Stearmans; AO—*Norfolk area; P-L.*
- GLOBE FLYING SERVICE, Kellogg Field, Battle Creek, Mich.
- GLOBE FREIGHT AIRLINES, INC., 739 Main St., Hartford, Conn.; Capt. James N. Laneri, pres.; 3 C-46s (3 C-46s); AO—*Hartford, N. Y. P-L.*
- GLOSE, BAKER, Riedel, Charlotte, Atlanta, Birmingham, C.
- GLOSE, ARTHUR W., Box 6 N., 5th St., Allenton, Pa.
- GLOVER, W. B., Box GG, Erwin, N. C.
- GODDARD FLYING SERVICE, Box 58, Ardmore, Okla.; W. R. Goddard, prop.; Cessna 120, Cessna 140, Cessna 170, Station Wagon; AO—*Not restricted; C-P-A.*
- GOGENIC SCHOOL OF AERONAUTICS, County Airport, Ironwood, Mich., P-L.
- GOLDEN AIRWAYS, INC., 812 S. Flower St., Burbank, Calif.
- GOLDEN NORTH AIRWAYS, INC., Box 888, Fairbanks, Alaska; Charles E. Evans, pres.; C-46s; AO—*Alaska Seattle; C-P.*
- GOODLAND FLYING SERVICE, Munic. Airport, Goodland, Kan.
- GOOD'S FLYING SERVICE, Box 327, Edna, Tex.
- GOPHER AVIATION, INC., Rochester Airport, Rochester, Minn.; Arthur G. Hoffmann, pres.; 3 Bonanzas, 2 Twin Cessnas, Twin Beech; AO—*C. Canada; P-C.*
- GORDON'S FLYING SERVICE, Pontiac Airport, Pontiac, Mich.
- GOTHENBURG FLYING SERVICE, Gothenburg, Neb.; C. H. Fiese, pres.; Cruiser; AO—*U. S.; P-L.*
- GOTTSCHALK SCHOOL OF AERONAUTICS, Munic. Airport, Adrian, Mich.
- GRAF AVIATION FLIGHT SCHOOL, Graf Field, Lake Ave., Lockport, N. Y.; P-L.
- GRAFTON AERO SERVICE, INC., Grafton Munic. Airport, Grafton, N. D.
- GRAHAM AVIATION SERVICE, Box 156, Graham, Tex.; John A. Shaffer, prop.
- GRAHAM FLYING SERVICE, Box 26, Blvd. Sta., Sioux City, Iowa.
- GRAHAM-BELL AVIATION SERVICE, INC., Box 768, Albuquerque, N. M.
- GRAND FIELD FLYING SERVICE, Grand Mound, Ia.
- GRAND RAPIDS AIR SERVICE, Grand River Airpark, Comstock Park, Mich.
- GRAND TRAVERSE AIR SERVICE, INC., Box 304, Traverse City, Mich.
- GRANDVIEW FLYING SERVICE, Kansas City-Grandview Airport, Grandview, Mo.
- GRANGEVILLE AIR SERVICE, Box 112, Grangeville, Ida.
- GRANTS PASS AIR SERVICE, Munic. Airport, Grants Pass, Ore.
- GRAVES FLYING SERVICE, Henry Co. Airport, Paris, Tenn.
- GRAY FLYING SERVICE, Stamford, Tex.; C. B. Gray, prop.
- GRAY FLYING SERVICE, Lake City, Fla.; Joseph L. Gray, prop.
- GRAY'S AIRPORT, Inc., Rte 1, Leesburg, Fla.
- GRAZIER FLYING SERVICE, Livingston, Mont.; Glen G. Grazier, prop.; Stinson, Swift, 3 Aerocars; AO—*U. S.; C-P.*
- GREAT LAKES AIRLINES, INC., Lockheed Air Terminal, Burbank, Calif.; J. E. Hermann, pres.; AO—*U. S. 2 DC-4s, DC-3, C-46 (DC-4, C-46); P.*
- GREAT LAKES SKYWAYS, Box 423, Sault Ste. Marie, Mich.
- GREAT PLAINS AVIATION CO., INC., Adams City Airpark, Colo., P-L.
- GREEN FLYING SERVICE, Rte 4, Box 572B, Eugene, Ore.
- GREENBRIER AIRPORT, Box 447, White Sulphur Springs, W. Va.; Charles O. Tate, Jr., pres.; Escoupe, Cessna 170, Super Cruiser, 2 Howard DGA-15; AO—*eastern U. S.; C-P.*
- GREENSBURG AVIATION CO., Box 43, Greensburg, Pa.
- GREENWICH AIR SERVICE, Greenwich, N. J.; Alan B. Liccali, prop.
- GREENWOOD LAKE FLYING SCHOOL, Box 146, Greenwood Lake, N. Y.
- GREENWOOD AVIATION CO., Box 379, Greenwood, Miss.
- GREEN FLYING SERVICE, Rte 1, Box 389, Palmetto, Fla.
- GRENADE AIR SERVICE, Box 828, Grenada, Miss.
- GREYBULL FLYING SERVICE, Box 689, Greybull, Wyo.
- GREYLICK AIRWAYS, INC., Pittsfield Airport, Pittsfield, Mass.; John A. Heaton, pres.; Stinson 165; AO—*150 miles from base; C-P.*
- GRIFIN AIRWAYS, Howey-in-the-Hills, Fla.; W. F. Schanz, mgr.; D-18s, PA-11; AO—*U. S.; C-P-A.*
- CRIM FLYING SERVICE, INC., R.F.D. 4, Staunton, Va.
- GRIMES FLYING SERVICE, Grimes Field, Urbana, Ohio.
- GRIMES FLYING SERVICE, WALTER, R.F.D. 1, Bethel, Pa.; U. S.; C. Howe, Grimes, prop.; Stinson 165, Cruiser, T-50, DC-3; AO—*U. S.; P.*
- GROTON FLYING SERVICE, Inc., Box 217, Groton, Conn.
- GROVE'S FLYIN GSERVICE, Box 1022, Camas, Wash.
- GRUMMAN FLYING SERVICE, Grumman Aircraft Engineering Corp.; Bethpage, L. I., N. Y.
- GUNNEY FLYING SERVICE, Coatesville Airport, Coatesville, Pa.; M. Paul Gaines, prop.
- GULF AIRMOTIVE, Box 597, Bradenton, Fla.
- GULF AIRWAYS, INC., 302 Balter Blvd., New Orleans.
- GULF COAST FLYING SERVICE, Box 1361, Kingsville, Tex.
- GULF COAST FLYING SERVICE, Route 6, Box 560, Houston, Texas.
- GULFPORT AIR SERVICE, Gulfport, Miss.
- GUNNELS TRACTOR CO., INC., Colby, Kan.
- H & H AIRWAYS, Boire Field, Nashua, N. H.; John A. Rapis & Kenneth C. Howe, props.; Stinson 108, Taylorcraft; AO—*U. S., Canada; C-P.*
- H & H FLYING SERVICE, INC., Box 742, Redding, Calif.; Alma J. Hindas, pres.; Cub, Cornell, Taylorcraft; 3 Cessna 120s (Cessna 170); AO—*Redding area; C-P-L.*
- HAGER FLYING SERVICE, 7700 N. Broadway, St. Louis.
- HAILE FLYING SERVICE, Haile Airport, Austin, Tex.
- HAIR FLYING SERVICE, Baton Rouge, La.; J. D. Hair, prop.; Stinson 165, Cruiser, Cessna 140; AO—*Not restricted; C-P.*
- HAIR MARION P., 1916 Avenue B, San Antonio, Tex.
- Prayer, N. C. Koch, prop.
- HARLEY ARCH W., 1037 N. Main, Sheridan, Wyo.
- HALL FLYING SERVICE, Eagle Pass, Tex.; Fred H. Hall, Jr., pres.; Cessna 140 (Cessna 170); AO—*U. S.; C-P.*
- HALLADAY SCHOOL OF FLYING & AIR TRANSPORT, Box 6, Joseph, Ore.
- HALLOCK CHARTER SERVICE, Rte. 2, Box 108A, Austin, Tex.; Bruce K. Hallock, pres.; 2 Stinson 150s; AO—*Austin area; C-P.*
- HALL'S FLYING SERVICE, Clarksville, Ark.; Claud F. Hall, pres.; Cessna 140, 2 Champions (Cessna 170); AO—*U. S.; P.*
- HAMSLER FLYING SERVICE, R. R. No. 5, Lafayette, Ind.; Francis Hamsl, pres.; Cessna 170s, 2 BT-13s; AO—*U. S., Europe; C-P.*
- HAMILTON AIR SERVICE, Punta Gorda, Fla.
- HAMLEN FLYING SERVICE, Box 53, E. Stroudsburg, Pa.; Harold T. Hamlen, prop.
- HAMBURG AIRPARK, INC., Box 158, Hamburg, N. Y.
- HAMBURG FLYING SERVICE, Hamburg, Ark.
- HAMILTON AIRPORT FLYING SCHOOL, R. R. 8, Hamilton, Ohio.
- HAMILTON FLYING SERVICE, Hamilton, Mont.; Robert C. Johnson, Jr., Hwy. 9, O'Brien, Mont.; Cessna, Fairchild, Cessna 140, 3 Cubs (Norsemans); AO—*W. Mont.; C-P.*
- HAMILTON FLYING SERVICE, CECIL, Big Spring, Tex.; Cecil F. Hamilton, prop.; Monocoupe; AO—*300 miles from base; P.*
- HAMPTON AERO SERVICE, Inc., Bowman Field, Louisville.
- HANCE FLYING SERVICE, Hance Airport, Wyandotte, Mich.
- HANIGAN SIX, INC., Flying at Ranch, Broken Bow, Okla.; P. C. Hanigan, pres.; Cessna 165, Cessna 140; AO—*U. S.; P.*
- HANSEN FLYING SERVICE, Box 466, Torrington, Wyo.
- HARRISON AIR SERVICE, 269 Alvarado Rd., Berkeley, Calif.
- HARBOR BEACH FLYING SERVICE, Harbor Beach Airport, Harbor Beach, Mich.
- HARBORRAIRE SEAPLANE BASE, Cassadaga, N. Y.
- HARDING FIELD FLYING SCHOOL, INC., Harding Field, Baton Rouge, La.
- HARDWICK AIRWAYS, Box 765, Joplin, Mo.; G. R. Hardwick, Jr., Harrington, prop.
- HARDY AVIATION, INC., Box 408, Waynesboro, Pa.
- HARDY, MALCOLM L., Box 408, Waynesboro, Pa.
- HARMAN AVIATION SERVICE, Kenosha Airport, Kenosha, Wis.
- HARNAGEL, W. R., Box 661, Borger, Tex.
- HARRINGTON AIRPORT, INC., Harrington, Dela.; Atlee B. Link, pres.; Bellanca; AO—*U. S.; C-P.*
- HARRINGTON'S Hanger 9, Municipal Airport, Cleveland; J. R. Harrington, prop.
- HARRIS AERO SERVICE, Box 4, Mooresville, N. C.; R. Don Harris, Waco; 2 other small planes, not specified; AO—*South U. S.; C-P.*
- HARRIS & RYAN FLYING SERVICE, Box 85, Lovell, Wyo.
- HARRISBURG AIR SERVICE, INC., Penn-Harris Airport, R. D. 1, Harrisburg, Pa.; Maurice E. Bowman, pres.; Waco UIC, 2 Luscombe 8As, 2 Super Cruisers; AO—*U. S.; P.*
- HARRISBURG FLYING SERVICE, Harrisburg, Ark.
- HARRISON FLYING SERVICE, Harrison, Ark.
- HARRITT, CHARLES, Watonga, Okla.
- HARTTE FLYING SERVICE, Hanger 2, Municipal Airport, Wichita, Kan.
- HARTMAN AIRWAYS, INC., DON, Box 466, Harrisonburg, Va.; Don Hartman, pres.; 2 Cessna 210s, 2 Cruisers, other lightplanes not specified; AO—*U. S.; C-P.*
- HASTINGS SKY SERVICE, Hastings, Mich.
- HASTINGS SKY RANCH, INC., Hastings, Neb.
- HATTIESBURG FLYING SERVICE, Box 749, Hattiesburg, Miss.; J. W. C. Jones, pres.; Stinson 165; 2 Cruisers (Station Wagon); AO—*SW U. S.; C-P.*
- HAVEN FLYING SERVICE, Schenectady County Airport, Schenectady, N. Y.
- HAWAII AIR TRANSPORT SERVICE, LTD., 2862 Nuuanu Ave., Honolulu; Lloyd B. Osborne, pres.; 3 D-18s; AO—*Hawaii; P.*
- HAWTHORNE FLYING SERVICE, Munic. Airport, Charleston, S. C.; Beverly E. Howard, pres.; PA-12, Cessna T-50, Bonanza; AO—*N. C. S. C., Ga., Fla.; C-P.*
- HAY, INC., RUSSELL P., County Airport, Pittsburgh, Pa.
- HAYWARD SKYWAYS, INC., Hayward Municipal Airport, Hayward, Calif.
- HAZEL FLYING SERVICE, Municipal Airport, Artesia, N. M.
- HEATHTON OF MAINE FLYING SERVICE, INC., Dexter, Maine.
- HEATH, JENNISON, 2761 Divisadero St., San Francisco 23 Calif.
- HEBURN AIRWAYS, Hebron, Neb.
- HEDDEN FLYING SERVICE, Belleville, Kan.; V. W. Hedden, pres.; Waco, Stinson, Aerocar; AO—*U. S.; C-P.*
- HEIDELBAUER FLYING SERVICE, Munic. Airport, Sac City, Iowa.
- HEILIG, ROBERT B., Box 204, Grand Island, Neb.
- HEMISPHERE AIR TRANSPORT, 10 E. 40th St., N. Y.
- HEMPF AWAYS, Box 41, Lambert Field, St. Louis.
- HENDERSON FLYING SERVICE, Henderson Airport, Rte 1, Henderson, N. M.
- HENDRICKS AIR SERVICE, Norton, Kansas, Arnold S. Hendricks, prop.
- HENRY FLYING SERVICE, EARL, 325 S.W. 35th St., Oklahoma City.
- HENSLEY FLYING SERVICE, Box 1029, Havre, Mont.; Walter C. Hensley, pres.; Stinson, PA-12 (Stinson); AO—*Mont., N. Central States, Canada; C-P.*
- HENSON, INC., P. O. Box 689, Hagerstown, Md.
- HERMANN FLYING SERVICE, 91 Longfellow Dr., Longmeadow, Mass.
- HESLER-NOBLE AIR SERVICE, Box 483, Laurel, Miss.
- HESS, CLARENCE, 850 Fifth Ave., S. E., Cedar Rapids, Iowa.
- HETTINGER AIR SERVICE, Hettinger, N. D.
- HIBBS, ASHBY, 129 Poncha Blvd., Salida, Colo.
- HICKMAN AVIATION, Stafford, Kan.

UNITED STATES IRREGULAR AIR CARRIERS—Continued

- HICKS AIRCRAFT SALES & SERVICE, INC., Rte. 7, Dallas, Tex.; P.S.
- HIGGS AVIATION SERVICE, Highland Park Airport, Rte 7, Dallas.
- HIGGINS, J. D. JR., Box 474, Cisco, Tex.
- HILLCREST AIRCRAFT CO., Box 504, Lewiston, Idaho.
- HIGHLAND FLYING SERVICE, Highland Park Airport, R.F.D. 7, Dallas, Tex.; Charles W. Willson, prop.; D18C, Cesna T-50, Fairchild 24, Taylorcraft, 3 Aeroncas; AO—U. S., Canada, Central America; C.P.
- HILLTOP FLYING SERVICE, Hilltop Airport, W. Buxton, Me.
- HILTON AERO SERVICE, Box 3056, Station C, Spokane, Wash.
- HINCK FLYING SERVICE, INC., Wold Chamberlain Field, Minneapolis.
- HINES, B. F., Box 555, Hobbs, N. M.
- HINSON MITCHELL AVIATION, INC., Box 588, Annapolis, Md.; E. Stewart Mitchell, pres.; Wigdeon, Stinson SR9, PA-12; AO—U. S.; C.P.
- HUTCHENS FLYING SERVICE, INC., Municipal Airport, West Point, Va.; George L. Hutchens, prop.
- HOBLEY-MAYWARD AIR SERVICE, INC., New Orleans, Airport, New Orleans.
- HOEKQUIST AIRPORT, RR 7, Box 752, Orlando, Fla.
- HOFFER FLYING SERVICE, Camden, S. C.
- HOFFMAN FLYING SERVICE, Box 483, Mt. Pleasant, Tex.
- HOGAN FLYING SERVICE, Mitchell, Nebraska; Everett V. Hogan.
- HOGLE FLYING SERVICE, T. H., 1585 W. Ave., Corsicana, Tex.
- HOLCOMBE, H. E. P., Box 109, Red Mountain, Calif.
- HOLDENVILLE AIR ACTIVITIES, Box 710, Holdenville, Okla.
- HOLSTON FLYING SERVICE, Box 547, Marion, Va.
- HOLT FLYING SERVICE, Fort Meadeville Airport, Meadeville, Pa.
- HONOLULU AIRLINES, P. O. Box 2515, Honolulu, T. H.
- HONROTH, EDWARD P., Sky Haven School of Aero, Sky Haven Airport, Northfield, Ohio.
- HOOPES FLYING SERVICE, Marion, Kan.
- HOOVER FLYING SERVICE, L. L., La Crosse, Kan.; L. L. Hoover, Pres.; AO—X, P.
- HORN'S FLYING SCHOOL, Chagrin Falls Airport, Chagrin Falls, Ohio; Wilbur C. Horn, pres.; AO—U. S.; Voyager, Cessna 130 (Cessna); C.P.L.S.
- HOSTETTER, OSCAR L., RD4, York Airport, York, Pa.
- HOT SPRINGS AIRWAYS, INC., Memorial Airport, Hot Springs, Ark.
- HOUULTON FLYING SERVICE, Box 111, Houltton, Me.
- HOUMA AIR SERVICE, Box 172, Houma, La.
- HOWARD AIR LINE, INC., High St., Webster, R. I.
- HOWARD AVIATION, INC., P. O. Box 1287, Peoria, Ill.
- HOWARD FLYING SERVICE, INC., Box 565, Ames, Ia.
- HOWE FLYING SERVICE, Browns Airport, Kendall, Fla.
- HOWELL AVIATION SERVICES, Outlaw Field, Clarksville, Tenn.; Archer Howell Jr., prop.
- HOYT'S FLYING SERVICE, Philip, S. D.
- HUB CITY AIR SERVICE, Box 761, Alexandria, La.; Ben H. Hub Jr. & Jim, prop.
- HUBBARD AVIATION CO., Waterford, S. D.
- HUBBARD'S FLYING SERVICE, Blue Swan Airport, Sayre, Pa.; Everett A. Hubbard, prop.; Stinson SR6, SR2, 2 Cub; AO—U. S.; C.P.
- HUDGIN AIR SERVICE, P. O. Box 468, Tucson, Ariz.
- HUDSON VALLEY AIRCRAFT CO., INC., Randall Airport, Middle-town, N. Y.
- HUDSON VALLEY AVIATION CENTER, 140 Front St., Newburgh, N. Y.; E. M. Rockwell, Pres.; Cub, Super-Cruiser, Taylorcraft, Seaplane (Cub); Seech, AO—East U. S.; C.P.
- HUGHES FLYING SERVICE, Box 247, Lansing, Mich.
- HUMMEL AVIATION, Hopewell, Va.; Fred E. Hummel, prop.; Bellanca; AO—U. S.; C.P.
- HUNDLEY'S CLEANERS & MEN'S WEAR, 21 Main St., Box 627, Post, Tex.
- HUNTER, CECIL M., 2812 Ridgemere Blvd., Amarillo, Tex.; Cecil Hunter, pres.; Navion; AO—Midwest; C.P.
- HUNTER FLYING SERVICE, INC., Box 1510, Cedar Rapids, Ia.
- HUNTINGTON AIRPORT, INC., Box 1679, Huntington, W. Va.
- HURST, D. B., Box 428, Watonga, Okla.
- HVDE FLYING SERVICE, INC., Box 8125, Houston 4, Tex.
- HYLAN SCHOOL OF AERONAUTICS, RAY, W. Henrietta Rd., Henrietta, N. Y.; P.I.
- ILLINI AIRPORT, Box 268, Urbana, Ill.
- INDIAN HEAD FLYING SERVICE, INC., Airport, Ameria, Wis.
- INDIAN RIVER FLYING SERVICE, Box 772, Vero Beach, Fla.
- INDIANA AIR SERVICE, INC., Bendix Field, P.O. Box 1198 South Bend, Ind.
- INDIANAPOLIS FLYING SERVICE, INC., Weir Cook Airport, Indianapolis, 44, Ind.
- INGRAM FLYING SERVICE, 1006 Scott St., Dalhart, Tex.
- INLAND AIR LINES, 500 W. 42nd St., San Bernardino, Calif.
- INLAND LAKES FLYING SERVICE, Municipal Airport, Cadillac, Mich.
- INMAN AIR SERVICE, 8023 Naylor Ave., Los Angeles; Arthur P. Inman, pres.; AO—U. S.; 3 North Americans; C.P.I.
- INTER-AMERICAN AIRWAYS, INC., Box 217, Miami Springs, Fla.; Karl Knight, Pres.; PB5YA, UC-78, 2 DC-3s, 2 Lodestars; AO—U. S.; So. Amer.; C.P.
- INTERCITY FLYING SERVICE, INC., Smith Field, Fort Wayne, Ind.
- INTER-CITY FLYING SCHOOL, Curry Rd., R.D. 6, Schenectady, N. Y.; P.I.
- INTERCOASTAL AIRWAYS, INC., 1208 Carondelet St., New Orleans.
- INTERISLAND FLIGHTWAYS, INC., 17 Dupont Circle, Wash., D. C.
- INTERMOUNTAIN AIR SERVICES, INC., Box 129, Preston, Idaho.
- INTER-MOUNTAIN AIRLINES, Box 476, Casper, Wyo.; Z. K. Brinkerhoff, Jr., pres.; AO—Wyo.; 2 Bimans; C.P.
- INTERMOUNTAIN AVIATION, INC., Hangar 4, Stapleton Airfield, Denver 7, Colorado.
- INTERNATIONAL AEROMARINE, INC., Alcazar Hotel, Miami, Fla.
- INTERNATIONAL AIR SERVICE, Box 129, Preston, Idaho.
- INTERNATIONAL AIR SERVICE, INC., Box 918, Palm Beach, Fla.
- INTERNATIONAL AIR SERVICES, INC., Box 3335, Corpus Christi, Tex.
- INTERNATIONAL AIR TRANSPORT, INC., 15 Main St., Hackensack, N. J.
- INTERNATIONAL AIRCRAFT SERVICE, Municipal Airport, Laredo, Tex.; J. R. Warren & V. D. Jaurez, props.
- INTERNATIONAL OVERSEAS AIR SERVICE, INC., Salvador Brazil, 409, San Juan, P.R.
- INTERSTATE AIR LINES, INC., Cedarburg, Ga.; E. M. Spearman, pres.; Aerocra, Stearman, Super Cruiser, 2 Cubs; AO—NW Ga.; P.
- INTER-URBAN AIR TRANSPORT, 3241 Oak Ave., Coconut Grove, Fla.
- INVO AIR SERVICE, Independence, Calif.
- IOWA AIRPLANE CO., INC., Box 59, Municipal Airport, Des Moines, Ia.
- IOWA CITY FLYING SERVICE, Municipal Airport, Iowa City, Ia.
- IRWIN SCHOOL OF FLIGHT, Box 1963, Corpus Christi, Tex.; Irwin, Irwin, prop.
- ISLAND AIRWAYS FLYING SCHOOL, INC., 233 Fordham St., N. Y.
- ISLAND AVIATION, INC., Municipal Airport, Beloit, Me.
- ISLAND SKY FERRIES, INC., Box 97, Eastsound, Washington.
- ITHACA FLYING SERVICE, INC., Municipal Airport, Ithaca, N. Y.
- J & J AIRCRAFT, INC., Box 291, Venice, Fla.
- J & L FLYING SERVICE, Plainville, Kan.
- J & L FLYING SERVICE, Box 23, Chester, S. C.; Cessna 140, 2 Cessna 120s; AO—unlimited; C.P.
- JACKSON FLYING SERVICE, Municipal Airport, Jackson, Miss.
- JACKSON HOLE FLYING SERVICE, Jackson, Wyo.
- JACOBY AIR SERVICE, Sterling Airport, Sterling, Ill.
- JAMES FLYING SERVICE, Box 1668, Prescott, Ariz.
- JAMESTOWN AVIATION CO., Municipal Airport, Jamestown, N. Y.
- JANESVILLE FLYING SERVICE, Route 2, Janesville, Wis.
- JASPER AIRFIELD & FLYING SERVICE, McPherson, Kan.; William H. Janssen, prop.; Ercaoupe, 2 Cub, Wagon, 2 Cubs, 3 BU-12Ds (Station Wagon); AO—Central States; C.P.
- JAREJ AIR SERVICE, Box 475, Gainesville, Ga.
- JASPER COUNTY AIRPORT, Henssler, Ind.
- JASPER FLYING SERVICE, INC., County Airport, Jasper, Ala.
- JEFFERS, QUENTIN B., Box 293, Scotia, Calif.
- JERSEY AIRWAYS, Box 270, Belmar, N. J.; E. I. Brown, pres.; T-50, Stinson 130, Ercaoupe 4 Aeroncas, 7 ACs (Aeronca); AO—U. S.
- JERSEY SHORE AIRPORT, Jersey Shore, Pa.
- JEWEY, MARTIN L., Ushers Rd., Jonesville, N. Y.
- JOHANSON FLIGHT SERVICE, Rte. 3, Box 169, Astoria, Ore.; Gerald B. Johanson, prop.; Navion, PT-19, Swift, 2 Aeroncas, 2 Luscombe; AO—Ore., Wash.
- JOHNNY'S CHARTER SERVICE, 754 Locust Ave., Long Beach, Calif.
- JOHNSON AIRLINES, LTD., Box 1231, Winter Haven, Fla.
- JOHNSON CITY AIRPORT, Box 988, Johnson City, Tenn.; Daniel J. Zorn, pres.; BT-13, Stinson SR8-B; AO—U. S.; C.P.
- JOHNSON FLYING SERVICE, Box 201, Greenwood, S. C.; Luther C. Johnson, prop.; Bonanza, Super Cruiser, Ercaoupe; AO—X; C.P.
- JOHNSON FLYING SERVICE, INC., Harlan, Iowa.
- JOHNSON FLYING SERVICE, INC., Hale Field, Box 1382, Missoula, Mont.; Robert R. Johnson, pres.; Beechcraft F17D, Cessna T-50, Cessna 140, Stinson 108, PA-12, Curtiss Sedan 15D, 2 DC-3s, 3 Ford Tri-motor, 2 Traveler 6Bs, 2 Cub; AO—U. S.; C.P.
- JOHNSON'S FLYING SERVICE, Aberdeen, S. D.
- JOHNSTON AIRCRAFT CORP., Municipal Airport, Atlanta, Ga.
- JOINER, HAROLD W., Chestertown, Md.
- JOLLY, LESTER O., Box 191, Grand Fork, N. D.
- JONES FLYING SERVICE, Box 147, Plains, Mont.
- JONES FLYING SERVICE, c/o Parks Aircraft Sales & Service, 334 Richards Rd., Kansas City, Mo.; Harold F. Jones.
- JONES FLYING SERVICE, Rte. 3, Lincoln, N. C.
- JONES FLYING SERVICE, CASEY, Municipal Airport, Ontario, Ore.
- JONES FLYING SERVICE, INC., Sullivan Ave., Airport, Columbus, Ohio.
- JONES FLYING SERVICES, JIMMY, Box 908, Cleveland, Miss.
- JONES, JOE F., Box 598, Clarendon, Tex.
- JONESBORO FLYING SERVICE, INC., Box 781, Jonesboro, Ark.; W. H. Arnold, pres.; Stinson 150, Cessna 120, Cessna 140, Cub; AO—Craighead Co., Poinsett, Green, Ark., & SE Mo.; P.
- JUNIOR COLLEGE FLYING SERVICE, Box 72, McCook, Neb.
- K
- K & M FLYING SERVICE, Box 392, Coeburn, Va.
- KAHLER, KEITH AVIATION, INC., P. O. Box 599, Oklahoma City, Okla.
- KALAMAZOO FLYING SERVICE, INC., Municipal Airport, Kalamazoo, Mich.
- KAMPESKA AIR SERVICE, INC., Box 863, Watertown, S. D.
- KANSAI, Security Natl. Bank Bldg., Kansas City, Kan.; J. E. O'Riordan, prop.
- KANSAS AIR ACTIVITIES, INC., Box 254, Russell, Kan.
- KANSAS CITY FLYING SERVICE & AIR COLLEGE, INC., 710 83rd Richards Rd., Kansas City, Mo.
- KEISTER FLYING SERVICE, Kellogg, Ida.
- KEULEN FLYING SERVICE, R. R. 10, Ft. Wayne, Ind.
- KEENWOOD AIR HARBOR, INC., Box 64, Kenmore, Wash.
- KENNEDY-RILEY FLYING SERVICE, Rte. 3, Wilroads Gardens Airport, Dodge City, Kan.
- KEN'S CUB FLYERS, Olean Airport, Olean, N. Y.
- KENTUCKY AIR TRANSPORT, INC., Bowman Field, Louisville, Ky.
- KEPNER AIR AMBULANCE SERVICE, 1308 Chapline St., Wheeling, W. Va.; A.
- KERRVILLE FLYING SERVICE, Kerrville Municipal Airport, Box 100, Kerrville, Tex.; Carl D. Meek, pres.; Cruiser, Taylorcraft; AO—unlimited; P.
- KESTERSON, INC., Box 1145, Knoxville, Tenn.
- KEYSER AIR SERVICE, INC., Keyser, W. Va.; C. Arnold Ludwick, pres.; Cessna UC-78, Super Cruiser; AO—unlimited; C.P.
- KIDD FLYING SERVICE, J. B., Rte. 6, Box 349, Springfield, Mo.; J. B. Kidd, prop.
- KIDNEY FLYING SERVICE, INC., Box 230, Kilgore, Tex.
- KING AIR SERVICE, Warren Airport, Warren, Pa.
- KING AVIATION SERVICE, King Field, East Taunton, Mass.
- KINGFISHER AIRPORT, Box 18, Kingfisher, Okla.
- KINGMAN FLYING SERVICE, P. O. Box 1028, Kingman, Ariz.
- KING'S AERO SERVICE, Box 1435, Hurley, N. M.
- KING'S GATEWAY CHARTER SERVICE, King's Gateway Hotel, Land O' Lakes, Wis.; Andrew H. Stuart, mgr.; Naylor; AO—Wis. and adjoining states, including Canadian territory immediately north; C. P.

## UNITED STATES IRREGULAR AIR CARRIERS—Continued

- KING'S SCHOOL OF AVIATION, Muncie, Airport, Columbus, Ga.; G. Wood King, prop.; P-L.
- KINSER FLYING SERVICE, Box H, Ozona, Tex.
- KITTITAS FLYING SCHOOL, Box 600, Ellensburg, Wash.; W. C. Bucher, mgr.; Interstate, Sky Ranger, BT-13, 2 Cubs, 2 Taylorcraft (Stinson); U. S. Service.
- KNAPP FLYING SERVICE, Outlaw field, Clarksville, Tenn.
- KNOTT, E. J., JR., Finchley, Va.
- KNOXVILLE FLYING SERVICE, INC., Box 374, Knoxville, Tenn.
- KOBELT, WM. W. & THEO. W., New Palms Airport, New Palms, N. Y.
- KOFLYING SERVICE, 1001½ Elk St., Seneca, Kansas; Floyd Frederick, Kos.
- KOTZEBUE AIR SERVICE, Kotzebue, Alaska; Archie R. Ferguson, pres.; Travelaire, C-145, Twin Cessna; AO—Kotzebue, Nome, Fairbanks; C-P.
- KRAMER FLYING SERVICE, Box 721, Alamosa, Colo.
- KRATZ CORPORATION, Kratz Field, St. Louis.
- KRIESIEN & EGGLESTON AIR SERVICE, Box 646, Burns, Ore.
- KROELINGER FLYING SERVICE, Box 53, Vineland, N. J.
- KROGOS, MELVIN L., 1216 2nd Ave., Seattle, Wash.
- K T FLYING SERVICE LTD., Box 4070, Honolulu Airport, Honolulu; T. R. James, Pres.; Wiggleton; AO—Hawaii; C-P-I.
- KUCIE TRANSIT AIRPORT, EDWARD J., Transit & William Rds., Depew, N. Y.
- KURTZER FLYING SERVICE, 950 Westlake Ave. N., Seattle; 7 aircraft; AO—local and Br. Columbia; C-P-I.
- L
- L & D FLYING SERVICE, Box 29, Prosser, Wash.
- LA CONIA AIRWAYS, INC., Box 282, Laconia, N. H.
- LA FAYETTE & TRION FLYING SERVICE, LaFayette, Ga.
- LA GRANDE AIR SERVICE, INC., Muncie, Airport, Box 682, La Grande, Ore.
- LaGRONE FLYING SERVICE, TEX., 200 Richards Rd., Municipal Airport, Kansas City, Mo.
- LA JUNTA AVIATION ENTERPRISES, INC., La Junta Air Force Base, La Junta, Colo.
- LA PLATA FLYING SERVICE, Munic. Airport, Durango, Colo.
- LAKE AIR SERVICE, Box 443, Lake Charles, La.; William L. Downer, prop.
- LAKE FLYING SERVICE, Munic. Airport, Naples-on-the-Gulf, Fla.; George W. Lake, mgr.; Twin Cessna; AO—U. S.; C-P.
- LAKE PLACID FLYING CLUB, INC., c/o Leon McGibbon, McLenathan Ave., Lake Placid, N. Y.; P.
- LAKEHEAD AIRWAYS, Munic. Airport, Duluth, Minn.
- LAKELAND AIRWAYS, Minorque, Wis.
- LAKELAND CHARTER SERVICE, 939 Noble Ave., Bridgeport 8, Conn.
- LAKELAND FLYING SERVICE, Boulder Junction, Wis.
- LAKESIDE AVIATION SERVICE, Cooperstown Airport, Cooperstown, N. Y.
- LAKESWOOD AIR SVCE., INC., Cedar Bridge Ave., Lakewood, N. J.
- LANCASTER AIRPORT, Box 25, Lancaster, Ohio.
- LANCASTER FLYING SERVICE, INC., Box 327, Lancaster, Wis.
- LANCASTER AIRWAYS, 238 E. 47th St., N. Y. 17, N. Y.
- LANE AIR SERVICE, Oxford, Ala.
- LANE AVIATION CORP., Box 1, Port Columbus, Columbus, Ohio; Foster A. Lane, pres.; 2 Cessna 140s, 3 Stinsons, Cessna 170, Cessna 195, Taylorcraft (Cessna 195); AO—East of Miss. River; C-P.
- LANG FLYING SERVICE, Box 3, Munic. Airport, Omaha, Neb.
- LANGE AVIATION CORP., Box 1098, Milwaukee.
- LANTANA FLYING SERVICE, INC., Box 58, Lantana, Fla.
- LAONA FLYING SERVICE, Laona, Wis.
- LAWLER SCHOOL OF AVIATION, 1186 Roads, Lake Rd., Lapeer, Mich.
- LARIMORE FLIGHT SERVICE, Box 441, Osawatomie, Kan.
- LARSON FLYING SERVICE, Buchanan Field, Concord, Calif.; Merle D. Larson, pres.; Cub, Luscombe, Howard; AO—U. S.; C-P.
- LAS VEGAS FLYING SERVICE, Box 523, Las Vegas, N. M.
- LASHLEY FLYING SERVICE, 217 Dyer St., Malvern, Ark.; G. W. Lashlee, prop.
- LATIN-AMERICAN CARGO, INC., Bldg. 64, Southwest Airport, Philadelphia.
- LAUREL SCHOOL OF AERONAUTICS, Laurel Airport, Laurel, Del.
- LAWRENCEVILLE FLYING SERVICE, INC., Lawrenceville, Va.
- LAYTON, LEE, Portville Airport, Portville, N. Y.
- LEBANON VALLEY AIR SERVICE, 130 E. Main St., Palmyra, Pa.
- LEE & COMBE FLYING SERVICE, Commercial Airport, Tulsa, Okla.
- LEFFORD FLYING SERVICE, Box 148, Greenwood, Miss.
- LEGION AIRCRAFT, Box Allentown-Bethlehem Airport, Allentown, Pa.
- LEITHOLD SEAFARER SERVICE, INC., Box 469, Ely, Minn.
- LEMMON AIRCRAFT CO., INC., Lemmon, S. D.
- LEMON, W., CLAYTON, Woodrum Field, Roanoke, Va.
- LEON VALLEY AIRPORT, Box 5128 Beacon Hill Sta., San Antonio, Tex.
- LEWETTA AVIATION SERVICE, INC., Concord, N. C.
- LEXINGTON COLLEGE OF SCIENCE & TECH., Lockport, Ill.
- LEXINGTON FLYING SERVICE, INC., Lexington, Ky.
- LIBBY FLYING SERVICE, Box 324, Libby, Mont.
- LIBERAL AIRCRAFT CO., INC., 12 E. 2nd St., Liberal, Kan.; PA-12, PT-26, Station Wagon, 3 Cessna 140s (Cessna 170); AO—U. S.; C-P.
- LIBERTY FLYING SERVICE, INC., Liberty, N. Y.; Paul Grossinger, pres.; Twin Cessna, Station Wagon; AO—U. S.; C-P.
- LILLY LYNN AVIATION, Carlsbad, Ark.
- LIND AVIATION CORP., Box 93, Linden, Ohio.
- LINCOLN AIRLINES INC., 130 N. 6th St., Springfield, Ill.
- LINCOLN FLYING SERVICE, INC., Box 312, Lincoln, Ill.
- LINDLIEF FLYING SERVICE, Box 556, Cherokee, Iowa.
- LIND'S AIRPORT, Rt. 2, Box 258B, Acampo, Calif.; Albert A. Lind, prop.
- LISLE FLYING SERVICE, Ray Schenck Airport, Clarinda, Ia.
- LITTLE ONE AIR CHARTER SERVICE, Salem Airport, Salem, Conn.; Frank J. Phillips, Box 150, Stinson 108; AO—X; P.
- LITTLE ROCK AIRCRAFT SALES, Adams Field, Little Rock, Ark.; F. C. Piegler, Prop.
- LIVINGSTON MANOR AIRPORT, INC., Livingston Manor, N. Y.
- LOCKWOOD BOAT & MOTOR CO., Lake Ozark, Mo.; Glen Wood, John Locke, prop.
- LOCKWOOD FIELD, INC., R.R. No. 5, Frankfort, Ind.
- LOGANSPORT FLYING SERVICE, R.R. 2, Logansport, Ind.; C. E. Hooten, mgr.; Beechcraft 35, Cessna 140; AO—U. S.; C-P.
- LONGHORN AIRCRAFT CORPORATION, 504 Driscoll Bldg., Corpus Christi, Tex.
- LONG ISLAND SCHOOL OF AERONAUTICS, INC., Sayville Airport, Sayville, L. I., N. Y.
- LONG ISLAND SERVICE, P. O. Box 372, Manhasset, N. Y.
- LONGMONT FLYING SERVICE, INC., Rte 3, Box 30, Longmont, Colo.; Paul Kugel, pres.; Stinson, 4 Cub; AO—unlimited; P.
- LONG'S FLYING SERVICE, Hannibal Commercial Airport, Hannibal, Mo.
- LONGVIEW FLYING SERVICE, Box 2429, Longview, Tex.; L. E. Sullivan & T. J. Long, Prop.; UC-78, Luscombe, 4 Aerocas (Cub); AO—U. S., Mexico; C-P.
- LOS ANGELES AIR SERVICE, 5901 W. Imperial Hwy., Los Angeles 45, Calif.; Kirk Kerkorian, pres.; DC-3; AO—U. S., Alaska, Hawaii, Puerto Rico, Canal Zone; P.
- LOUISIANA AIRCRAFT, Box 1428, Baton Rouge, La.
- LOUISIANA FLYERS, INC., Box 1467, Lake Charles, La.
- LOUISVILLE FLYING SERVICE, INC., Bowman Field, Louisville, Ky.
- LOVE FLYING SERVICE, Trego Airport, Hooperston, Ill.
- LOWE AVIATION CO., INC., Box 368, Macon, Ga.
- LOWFLY FLYING SERVICE, P. O. Box 1043, Sarasota, Fla.
- LUFFIN FLYING SERVICE, Box 1095, Lukin, Tex.
- LUFT AVIATION, INC., Chadron, Neb.; Conrad Luit, Jr., pres.; Stinson 1-L, Cessna 140, Cessna 170; AO—U. S.; P.
- LUNDRY FLYING SERVICE, Ingersoll Airport, Canton, Ill.; L. B. Lundry, prop.
- LYNCH FLYING SERVICE, Municipal Airport, Billings, Mont.
- LYNCH FLYING SERVICE, 1215 N. Walker St., Princeton, W. Va.
- LYNCH-PARRISH SERVICE, INC., Box 861, Galveston, Tex.
- LYNCBURGH AIR TRANSPORT & SALES CORP., Preston Glenn Airport, Lynchburg, Va.; W. Edmondson, pres.; Flitd, Box 1405, Box 1405, Upper Crater; AO—U. S.; P.
- LYNN & HANER FLYING SERVICE, Box 1405, Alice, Tex.
- LYONS FLYING SERVICE, INC., Zahris Airfield, Lindenhurst, N. Y.
- M
- M L FLYING SERVICE, INC., Munic. Airport, Medicine Lodge, Kan.
- MACON AIMOTIVE SERVICE, INC., Box 1021, Herbert Smart Airport, Macon, Ga.; S. S. Chandler, pres.; Voyager; AO—U. S.; C-P.
- MADDEN, W. E., P. O. Box 1386, Odessa, Tex.
- MADISON FLYING SERVICE, Madison, Ind.; Don W. Ledgerwood, pres.; Station Wagon; AO—unlimited; C-P.
- MADISON FLYING SERVICES, Madison, S. D.
- MAGEL AIRWAYS, Inc., Hazelton, Portage, Wis.
- MAGIC VALLEY AIRPORT, Box 382, Twin Falls, Id.
- MAGNOLIA AIRWAYS & AVIATION CO., Laurel, Miss.; Cy Emery, pres.; Skyranger, Encoupe, 2 Stearmans, 4 Cub (Howard, 3 Twin Cessna); AO—Miss. Valley; C-P—M-Ph.
- MAHEUX'S AIRPORT, INC., R. F. D. No. 2, Mechanic Falls, Maine.
- MAHON'S BOOT HILL FLYING SERVICE, Box 249, Dodge City, Kan.
- MAN INSTRUMENT FLIGHT SCHOOL, State Airport, Augusta, Me.
- MALCOTT AVIATION CO., 318 Central Ave., South Charleston, W. Va.
- MAKER AIRPARK, 350 S. 7th, Abilene, Tex.
- MAMER-SHRECK AIR TRANSPORT, Felts Field, Spokane, Wash.
- MANCHESTER AIRWAYS, INC., Box 891, Hot Springs, S. D.
- MANHATTAN FLYING SERVICE, Box 3, Manhattan, Kan.
- MARSHAL AIRWAYS, Box 3, Marion, W. Va.
- MANKATO FLYING SERVICE, Mankato, Kans.; Marion J. Heden.
- MANTRAP AIR SERVICE, 22 Richards Rd., Munic. Airport, Kansas City 6, Mo.; J. W. Cannon, O. F. Sweetman, Jr., & R. O. Brenner, props.; 2 T-50s; AO—U. S., Alaska, Canada, Mexico; C-P.
- MANTZ AIR SERVICES, PAUL Hangar No. 1, Lockheed Air Terminal, Burbank, Calif.
- MARDEN AIRWAYS, INC., W. H., Waterville, Maine.
- MARIETTA AIRWAYS, INC., Marietta Airport, Marietta, Ohio.
- MARION FLYING SERVICE, INC., So. State Rd. No. 9, Marion, Ind.
- MARION JAYCCE FLYING SERVICE, Marion, Ky.
- MARSHALL AEROMOTIVE ASSOC., 214 North Lafayette St., Marshall, Tex.
- MARSHALL FLYING SERVICE, Box 1825, Rapid City, S. D.
- MARSHFIELD FLYING SERVICE, INC., Airport, Marshfield, Wis.
- MARTENS AIR SERVICE, Juicesburg, Colo.
- MARIN AIRWAY, INC., Munic. Airport, Monmouth, Ill.; H. A. Martin, prop.; 50 Station Wagon, 2 PA-12s (Station Wagon, Super Cruiser); AO—Midwest; C-P.
- MARTIN AVIATION CO., Box 60, Sebring, Fla.
- MARTIN, BRUCE A., 219 W. Center St., Medina, N. Y.
- MARTIN FLYING SERVICE, INC., Box 891, Gastonia, N. C.
- MARTIN FLYING SERVICE, WILLIAM E., Box 276, Munic. Airport, Concord, N. H.; William E. Martin, pres.; Voyager, Station Wagon (Voyager, Station Wagon); AO—NE U. S., SE Canada; C-P.
- MARTIN, ROBERT, Box 598, Walla Walla, Wash.
- MARTIN-O'BRIEN FLYING SERVICE, INC., Woodrum Field, Roanoke 12, Va.
- MARTIN SCHOOL OF AVIATION, Box 986, Santa Ana, Calif.
- MARTIN'S AIR SERVICE, 620 N. Center Ave., Somerset, Pa.; J. W. Martin, prop.
- MARTINSBURG FLYING SERVICE, INC., Box 682, Martinsburg, W. Va.
- MARYLAND AIRLINES CO., INC., Municipal Airport, Easton, Maryland.
- MASERCRAFT AVIATION SERVICE, INC., Hangar 6, Buffalo Airport, Buffalo, N. Y.; William R. Hart, pres.; Cub, Encoupe, Aerocas; AO—U. S., Canada; P.
- MATSON NAVIGATION CO., 215 Market St., San Francisco.
- MATTITUCK AIRBASE, Mattituck, N. Y.
- MATTOON AIRPORT, Mattoon, Ill.; James McBride, pres.; Station Wagon, 2 Fairchild, 3 Cubs, 3 Aerocas; AO—local; C-P.
- MAUI FLYING SERVICE, THE, Puunene Airport, Puunene, Maui, T. H. Mrs. Arlene W. O'Shea, Prop.; Bonanza (Silvair Luscombe); AO—Hawaii; C-P.
- MAVRO COMPANY, BEN, Conway-Pittsburgh Airport, Conway, Pa.
- MAUKS AIRPARK, Box 460, Blackwell, Okla.
- MAULDIN AIRCRAFT, INC., Box 1212, Brownsville, Tex.
- MAX'S AIR SERVICE, Box 746, Fond Du Lac Airport, Fond Du Lac, Wis.
- MAXWELL & IRVIN FLYING SERVICE, Kylertown, Pa.

UNITED STATES IRREGULAR AIR CARRIERS—Continued

- MAYHEW AERIAL SERVICE, P. O. Box 472, Olney, Tex.  
 MAY'S FLYING SERVICE, Box 1033, Hermiston, Ore.  
 MAY'S FLYING SERVICE, 726 N. 1st St., Princeton, Ill.  
**MCALISTER AIR SERVICE**, Airport, McAlester, Okla.  
 MCALLISTER FLYING SERVICE, Box 1090, Yakima, Wash., Charles D. McAlister, prop.  
**MOBILE CUE SALES**, Box 303, Lake Delton, Wis.  
 MCCORMICK AIRWAYS, P.O. Box 420, McComb, Miss.  
 McCONNELL AIRPORT SERVICE, Box 485, Parsons, Kas.  
 MCCORD'S AERO SERVICE, Spindale City Airport, Gaston, N. C.  
 McCREEERY AVIATION CO., Miller Munic. Airport, McAllen, Tex.  
**McCURDYS FLYING SERVICE**, Box 413, Canadian, Tex.  
 McENNAN AIRPORT, Ypsilanti, Mich.  
**McGEE FLYING SERVICE**, Munic. Airport, Van Wert, Ohio.  
 McGRAN, WILFRED, Allen Airport, RFD No. 1, Pontiac, Mich.  
 McKinley AIR TRANSPORT, Inc., McKinley Airport, Canton, Ohio.  
 McKEE AIR AVIATION, Box 5042, Okla. City, Okla.; Harold H. McKee, pres.  
 MCKENZIE FLYING SERVICE, 1300 North 27th St., Springfield, Ore.  
 MCKINLEY SCHOOL OF AVIATION, Fraser, Mich.  
 McMINTINE AIRBORNE CARGO, INC., 739 1st St., McMinnville, Ore.  
**McPHERSON AIR SERVICE**, Box 747, McPherson, Kan.  
 McPHILLIPS FLYING SERVICE, Charlevoix Airport, Charlevoix, Mich.  
**MEDFORD AIR SERVICE**, Box 631, Medford, Ore.  
 MEDFORD-HOWARD SEAPLANE BASE, Ridgefield Park, N. J.  
**MEMPHIS AERO CORP.**, Hangar 1, Munic. Airport, Memphis, Tenn.  
**MEMPHIS FLYING SERVICE**, INC., R-1, Box 225, Germantown, Tenn.  
**MERCURY FLYING SERVICE**, INC., Sky Harbor Airport, Phoenix, Ariz.; Derek Van Dyke, pres.; UC-78, Skyranger, N3N, Luscombe, 2 Interstates, 2 PT-19s, 4 Aerocars; AO—X; P-I.  
**MEREDITH AIR SERVICE**, Meredith, N. H.  
**MERPREDITH FLYING SERVICE**, Cherryland Airport, Sturgeon Bay, Wis.  
**MERRILL AIRWAYS**, Merrill, Wis.; Victor W. Estill & Charles J. Erczeg, props.; Cub, BT-13, 3 Stinson 150s; AO—Wis., Minn., Ill.; C-P.  
**MERRILL-EETO FLYING SERVICE**, INC., Reynolds Field, Jackson, Mich.  
**MERRIMAC VALLEY AIR SERVICE**, INC., 525 Pawtucket Blvd., Lowell, Mass.  
**MERRY RALPH S.**, Linesville, Pa.  
**MESABA AVIATION**, Coberaine, Minn.; Gordon K. Newstrom, prop.; 1-line engined land & seaplanes; AO—U. S., Canada; C-P.  
**METCALFE AVIATION**, Box 422, Greenville, Miss.  
**METEOR AIR TRANSPORT**, INC., Peterboro Air Terminal, Peterboro, N. J.; O. L. Morrow, pres.; 3 DC-3s; AO—northeast to Detroit, Chicago; C-P, mostly cargo.  
 METROPOLITAN AIRLINES, Box 164, Van Nuys, Calif.  
 METROPOLITAN AVIATION CORP., Heliport No. 1, Pier 41, East River, N. Y.  
**MEXIA FLYING SERVICE**, INC., Munic. Airport, Mexia, Tex.; Louis H. Simpson, pres.; Fairchild M62A, PA-12, Voyager, Swift CG-1A, Aerocars 1AC, 2 Aerocars 3C, 3 Aerocars 7ACs; AO—U. S., C-P.  
**MEXICO FLYING SERVICE**, INC., Green Field, Mexico, Mo.  
 MEYER, EARLE J., 138 Chestnut St., N. Attleboro, Mass.  
**MEYER FLYING SERVICE**, INC., Box 648, Hendersonville, N. C.; Oscar Meyer, Jr., pres.; Stinson, Cruiser, Cesna (Aerocar); AO—U. S.; C-P.  
 MIAMI AIR, 2007 N. Clark St., Chicago.  
**MIAMI AIRLINES**, INC., 100 N.E. 88th St., Miami, Fla.  
**MIAMI AVIATION CENTER**, INC., 12301 Biscomer Blvd., Miami.  
**MIAMI VALLEY FLYING SERVICE**, INC., R. R. 7, Dayton, Ohio.  
**MICHIGANA AIR SERVICE**, 1853 N. Brookfield St., South Bend, Ind.  
**Michigan Flying Service**, INC., Ionia County Airport, Ionia, Mich.  
 MID CITY AIRPORT, Mid City Airport, Hudson, Ohio.  
**MID-CITY AIRPORT**, INC., Woynak & Gruenke Rd., R.R. 3, Michigan City, Ind.  
**MID-DELTA FLYING SERVICE**, Box 2735, Greenville, Miss.  
**MIDDLETON FLYING SERVICE**, Memorial Field, Hot Springs, Ark.  
**MIDET AVIATION CORP.**, Roosevelt Field, Mineola, N. Y.  
**MID-ISLAND AIR SERVICE**, Dear Park Airport, Dear Park, N. Y.  
**MID-STATE AVIATION**, INC., Box 492, Norwich, N. Y.  
**MID-STATE FLYERS**, Box 337, Cookeville, Tenn.  
**MID-STATES AVIATION CORP.**, Sky Harbor Airport, Northbrook, Ill.  
**MIDWAY AVIATION** Chrisman, Ill.; O. R. Morris, prop.  
 MIDWAY SCHOOL OF AERONAUTICS, INC., Box 263, Goshen, Ind.  
**MIDWEST AIRWAYS**, Avenger Field, Hangar 3, Sweetwater, Tex.; Cliff Edwards, M. R. Hollister, props.  
**MID-WEST AIR TRANSPORT**, INC., Munic. Airport, Evansville, Ind.  
**MIDWEST AVIATION**, Kellogg Field, Hangar 7, Battle Creek, Mich.  
**MIDWEST AVIATION FLYING SERVICE**, Twin Cities Airport, Benton Harbor, Mich.  
**MIDWEST AVIATION SERVICE**, CO., Box 52, Ottumwa, Ia.  
**MIDWEST FLYING SCHOOL**, Midwest Airport, 4500 Tarrant Rd., Fort Worth, Tex.  
**MIDWESTERN AERO SERVICE**, INC., Box 248, Carbondale, Ill.; C. Gene Sehert, pres.; Cesna 140, Stinson 150; AO—560 miles from base; C-P-I.  
**MIELHLKE AVIATION CO.**, Manistee-Blacker Airport, Manistee, Mich.  
**MIFFLIN COUNTY AIRPORT**, INC., Reedsville, Pa.  
**MICHTON, KENNETH**, 24 W. 4th St., Emporium, Cameron, Pa.  
**MILAN AIRPORT SERVICE**, Munic. Airport, Milan, Tenn.  
**MILBANK FLYING SERVICE**, Route 684, Milbank, S. D.  
**MILESTONE MARSHALL L.**, Platte Airport, Plateville, Wis.  
**MILFORD FLYING SERVICE**, Milford, Utah.  
**MILLER AIRPORT**, West Nyack, N. Y.  
**MILLER BROS. CHEVROLET CO.**, INC., Gordon, Neb.  
**MILLER FLYING SERVICE**, Munic. Airport, Ridgeland, S. C.  
**MILLER FLYING SERVICE**, Miller Field, North Benton, Ohio.  
**MILLER, JAMES M.**, 811 Lexington St., Plainview, Tex.  
**MILLIS-AIR SERVICE**, Box 351, Menden, Miss.  
**MILTON SCHOOL OF INSTRUMENT FLIGHT**, Milton Airport, Milton, Pa.  
**MIRAMON AMPHIBIOUS SERVICE**, 1020 St. Anthony St., New Orleans, La.
- MISSION BAY FLYING SERVICE, 4870 Anna St., San Diego, Calif.  
 MISSISSIPPI VALLEY AIRCRAFT SERVICE, Fletcher Field, Box 522, Clarksdale, Miss.  
**MISSOURI AIRWAYS**, INC., Box 56, Lambert Field, St. Louis, Mo.; C. V. Qually, pres.; Aerocraft Chief, Aerocraft Sedan, 2 Cessna T150s, 2 DC-3s (DC-3); AO—U. S., foreign; C-P. Both DC-3s have been leased to corporations.  
**MOBILE AIR SERVICE**, INC., Box 2245, Springhill, Ala.  
**MOBILAIR**, Box 330, Bonham, Tex.  
**MOBRIDGE FLYING SERVICE**, Mobridge, S. D.  
**MODERN AIR SERVICE**, INC., 1509 Elm, Mays, Kan.  
**MODERN AIR SERVICE**, INC., Box 1135, Greeley, Colo.  
**MODERN AIR TRANSPORT**, INC., 132 West 47th St., N. Y. 19; B. F. Cary, Jr., pres.; 2 DC-3s, 2 C-46s; AO—U. S.; C-P.  
**MODERN AIR TRANSPORT**, INC., 132 W. 47 St., N. Y., N. Y.  
**MODESTA, ARTHUR F.**, 2023 N. Sharlot Avenue, Oklahoma City, Okla.  
**MOHAWK AIRWAYS**, INC., Box 177, Mason City, Iowa.  
**MOHAWK VALLEY AVIATION**, INC., Harriman Airport, North Adams, Mass.; G. A. West, pres.; AO—unlimited; T-50, Cessna 170; Cessna 172.  
**MOLINE AIR SERVICE**, Moline Airport, Moline, Ill.  
**MONARCH AIR SERVICE**, 6054 S. Cicero, Chicago 38, Ill.  
**MONROE AIRPARK**, 312 McKinley Ave., Monroe, La.  
**MONROE & WITT**, INC., Route 4, Box 82A, San Antonio, Tex.  
**MONTANA SKYWAYS**, INC., Box 775, Helena, Mont.; Paul D. Choquette, pres.; PA-12, PT-26, T-50, Navion, 3 Cubs (PA-12, PT-26, T-50, 3 Cubs); AO—Helena & White Sulphur Springs, Mont.; C-P.  
**MONTIE AVIATION SERVICE**, Box 100, Montevideo, Minn.; Glenn Moore, pres.; Stinson 140, Aerocraft, 2 Taylorcraft; AO—X; C-P-I.  
**MONTE VISTA FLYING SERVICE**, Monte Vista, Colo.; Leroy A. Knowles, mgr.; Stinson 165; AO—U. S.; P.  
**MONTGOMERY AVIATION CORP.**, Dannelly Field, Montgomery, Ala.; Allen L. Lumpkin, pres.; Beechcraft, Fairchild, Vultee; AO—unlimited; C-P-I.  
**MONTICELLO AIRWAYS**, Monticello, N. Y.; Alfred H. Rudie, pres.; John D. Bergman cargo mgr.; DC-3, Boeing 247, PA-12, UC-78s; AO—Eastern Seaboard, Monticello-N.Y.C.; C-P.  
**MONTICELLO FLYING SERVICE**, Monticello, Ark.  
**MONTVALE AVIATION SERVICE**, Box 123, Montvale, Va.; E. Howard Grimmett, mgr.; Taylorcraft, Waco; AO—U. S.; P.  
**MOORE & SONS**, A. L., 333 W. Adams St., Phoenix, Ariz.; A. Lee Moore, pres.; AO—U. S.; AT-11; P.  
**MORE AVIATION SCHOOL**, Pinellas Airport, St. Petersburg, Fla.  
**MOORE, JAMES**, Box 288, Crane, Tex.  
**MOORE, TIMOTHY B.**, 915 Donald St., Klamath Falls, Ore.  
**MOREY AIRPLANE CO.**, Middletown, Wis.; Howard A. Morey, prop.  
**MORCAN FLYING SERVICE**, INC., Munic. Airport, Springfield, Mo.  
**MORRIS FLYING SERVICE**, Box 1027, Kerrville, Tex.  
**MORRISON AERONCA SALES**, Box 292, Kings Mt., N. C.  
**MORRISON FLYING SERVICE**, Munic. Airport, Morristown, N. J.  
**MORRISTOWN AIRPORT**, Box 100, Airport, Morristown, Tenn.  
**MOSER BRADFORD F.**, Box 548, Shelby, N. C.  
**MOSES LAKE AIR SERVICE**, Box 645, Moses Lake, Washington.  
**MOUNTAIN AIR SERVICE**, INC., Box 477, Cumberland, Md.  
**MOUNTAIN BAY AIRPORT**, Paupack, Pa.; Carl L. Walter, Edwin H. Gumble, props.  
**MOUNTAIN STATES AVIATION**, INC., Hangar 2, Stapleton Airfield, Denver, Colo.  
**MOUNTAINEER CORP.**, THE, Box 352, Clarksburg, W. Va.  
 M. HOLYOKE SCHOOL OF AERONAUTICS, Ferry St., South Hadley, Mass.  
**MT. MCKINLEY AIRWAYS**, Box 2498, Anchorage, Alaska.  
**MT. PLEASANT FLYING SERVICE**, Munic. Airport, Mt. Pleasant, Mich.  
**MT. UNION AVIATION CORP.**, Mount Union, Pa.  
**MT. VERNON FLYING SERVICE**, INC., Mt. Vernon Airport, Mt. Vernon, Ill.  
**MOYER FLYING SERVICE**, Box 396, Killeen, Tex., L. L. Moyer, pres.  
**MUNCIE AVIATION CORPORATION**, Muncie Airport, Muncie, Ind.  
**MUNX AVIATION CORP.**, Kister Field, Bloomington, Ind.  
**MURFEE AIR CHARTER SERVICE**, 210 Post St., San Francisco 8, Calif.  
**MURFREESBORO FLYING SERVICE**, Box 369, Murfreesboro, Tenn.  
**MURRAY-MACROBIE COMPANIES**, Del Mar, Del Mar, Calif.; Wm. Murray, pres.; D-18s, Noorduyn, Stinson, Lodestar, Grumman; AO—U. S. Marine; C-P-A.  
**MUSKOGEE AIRCRAFT SERVICE**, County Airport, Muskogee, Mich.  
**MUSKOGEE AIR SERVICE**, Box 195, Muskogee, Okla.; M. U. Minns, pres.; 2 Cessna 130s, Cessna 170; AO—U. S.; C-P.  
**MUSTANG AVIATION, INC.**, Box 549, SMU, Dallas 9, Tex.  
**MYERS AIRCRAFT SALES**, Idabel, Okla.  
**MYERS FLYING SERVICE**, Reynolds Field, Jackson, Mich.  
**MYERS FLYING SERVICE**, INC., Box 83, Ada, Okla.; Escal Myers, pres.; Swift, 2 Stinsons; AO—U. S.; C-P.  
  
**NAN BAR FACILITIES**, Nan Bar Airport, Flat Rock, Mich.  
**NANTUCKET FLYING SERVICE**, Nantucket Memorial Airport, Nantucket, Mass.; Allen C. Holdgate, prop. & mgr.; Clipper, Cruiser, Cessna 140s, 141s, 2 Cessna 150s; C-P.  
**NARRAGANSETT AIRWAYS**, Munic. Airfield, New Bedford, Mass.  
**NASHVILLE FLYING SERVICE**, Reedy Field, Nashville, Tenn.  
**NATIONAL AIR TRANSPORT CO.**, 19925 Hoover Rd., Detroit, National Airport, Toledo 12, Ohio.  
**NATIONALWIDE AIR TRANSPORT SERVICE**, Box 1226, Miami Springs, Fla.; R. Paul Weesner, pres.; Lockheed 12A, C-54, 5 C-47s; AO—U. S., Caribbean; C-P.  
**NEBRASKA FLYING SERVICE**, Munic. Airport, P. O. Box 140, Grand Island, Nebr.; J. F. McWilliams, W. R. Grauwe, pres.; 1C-75s, Cessna 120, Cessna 170, 2 Cessna 140s (Cessna 195); AO—U. S.; C-P.  
**NEEDLES FLYING SERVICE**, P. O. Box "E", Needles, Calif.  
**NEGUS AIRLINE**, Nebo Field, Alexander, Ill.  
**NELSON FLYING SERVICE**, A. V., Box 414, Brookings, S. D.  
**NELSON REED CO.**, 2830 Pacific Highway, San Diego, Calif.  
**NEOSHO-VAN FLIGHT SERVICE**, INC., Box 3072, Linden Hall Station, Minneapolis.

UNITED STATES IRREGULAR AIR CARRIERS—Continued

- NEMETH-WINTERS, E. Washington St., St. Louis, Mich.  
 NERVINO AERO SERVICE, P. O. Box 86, Beckworth, Calif.  
 NEW BEDFORD AVIATION, INC., Box 173, Dartmouth, Mass.  
 NEW BERN AVIATION CO., Box 151, New Bern, N. C.  
 NEW ENGLAND AIR EXPRESS, INC., Teterboro Air Terminal, Teterboro, N. J.; Richard R. Oliver, pres.; 2 C-4s; AO—Worldwide; C-P.  
 NEW HAVEN AIRPORT, R. D. No. 1, Gilbertsville, Pa.  
 NEW LONDON FLYING SERVICE, Waterford Airport, New London, Conn.  
 NEW MEXICO AEROMOTIVE, 342 No. Alcazar St., Albuquerque, N. Mex.  
 NEW ROCKFORD FLYING SERVICE, Municipal Airport, New Rockford, N. D.; Olav R. Aslakson.  
 NEWBURGH SEAPLANE BASE, 140 Front Street, Newburgh, N. Y.  
 NEWLAND, JACK V., Newland Field, 900 W. 8th St., Waco, Tex.  
 NEWNAN AIRPORT, Box 100, Newnan, Ga.  
 NEWPORT AIR PARK, Middlebury, R. D. 1, Middlebury, Vt.  
 NEWSOM BROS. FLYING SERVICE, Box 435, Poplar Bluff, Mo.  
 NIAGARA FALLS AERONAUTICAL CORP., Munic. Airport, Niagara Falls, N. Y.; Billy D. Orcutt, pres.; Reliant, Fairchild, several Aerocas; AO—Eastern N. Y. to Boston, Montreal to North Bay in Canada; C-P-R.  
 NICHOLS FLYING SERVICE, Black Mountain, N. C.  
 NICOL CHARTER SERVICE, 2117 3rd Avenue S., Great Falls, Mont.  
 NIEDERHAUSER AIRWAYS, Box 262, Marshalltown, Ia.  
 NIERTH AERO SERVICES, INC., Box 1, Main St., Airport, Houston, Tex.  
 NILSON FLYING SERVICE, Kisters Field, Bloomington, Ind.; James Robert Nilson, Prop.  
 NOBLESVILLE FLYING SERVICE, INC., P. O. Box 110, Noblesville, Ind.  
 NODKROSS FLYING SERVICE, Winthrop, Me.  
 NORMAN AIR SERVICE, Box 1, Zanesville, Ohio.  
 NORTH ATLANTIC AIRWAYS, Mountain Field, Beverly, Mass.  
 NORTH CONCHO FIELD, San Angelo, Texas.  
 NORTH PARK AVIATION CO., Box 273, Walden, Colo.  
 NORTHEAST AIR SERVICE, Box 183, Granville, N. Y.  
 NORTHEAST AVIATION CO., Munic. Airport, Portland, Me.; Milton Smith, pres.; UC-78, Reliant, Voyager 150, Taylorcraft 12M, PT-19, 4 Ercoupe, 6 Cub (Station Wagon); AO—New England; C-P-A.  
 NORTHEAST AVIATION SERVICE, Inc., Box 1291, Monroe, La.  
 NORTHLAND FLYING SERVICE, Ray, Minn.; M. J. McCale, pres.; Norseman (Norseman); AO—Minn.-Can.; C-P.  
 NORTHWAY FLYING SERVICE, INC., 2244 Morse Rd., Columbus, Ohio.  
 NORTHWEST AVIATION SALES, INC., Troutdale Airport, Troutdale, Ore.; Fred K. Cheek, Jr., Reliant, AT-6, Voyager, 2 Aerocas, 2 Swits, 1 Cessna, 1 C-45, 1 Cessna 180, 1 Cessna 185.  
 NORTHWEST FLYING SERVICE, Box 1834, Boise, Id.  
 NORTON FLYING SERVICE, Benkelman, Neb.  
 NORVAIR AVIATION CORP., Munic. Airport, Norfolk, Va.  
 NU-WAY AIR EXPRESS, 1642 Madison Ave., N. Y.  
 NYCE FLYING SERVICE, Box 385, Pottstown Airport, Pottstown, Pa.; also Bethlehem-Easton Airport, RFD 3, Easton, Pa.
- O
- O & N AIRWAYS, INC., Box 1112, Chadron, Neb.  
 OAKLEY BROTHERS FLYING SERVICE, Box 719, Topeka, Kan.  
 O'BRIEN, JAMES P., Stormville, N. Y.  
 OCEAN AIR TRADEWAYS, Wildwood Airport, Wildwood, N. J.  
 OCEAN VIEW AIRWAYS, P. O. Box 93, Beaufort, Ia.  
 OELWEIN AIR SERVICE, Box 248, Oelwein, Iowa; Earl E. DeBruyn, E. P. Boat, A. C. Boat, prop.  
 OHIO VALLEY AVIATION SERVICE, P. O. Box 451, Metropolis, Ill.  
 OMAHA AIRCRAFT CO., INC., Munic. Airport, Omaha, Neb.; Rudy C. Mueller, pres.; Aerocar, Cruiser, Ercoupe, Stinson, Cessna 140, 6 Cub; AO—local; P-I.  
 OMAHA STANDARD INC., 2411 W. Broadway, Council Bluffs, Ia.  
 ONEAL AVIATION CORP., O'Neal Airport, Vincennes, Ind.  
 ONEON AIRCRAFT CORP., Box 214, Kansas City, Mo.  
 ONTARIO AVIATION CO., Box 447, Ontario, Ore.  
 OPELOUSAS AVIATION CORP., St. Landry Parish, Airport, Opelousas, La.  
 ORACOKE-MANTEO TRANSPORTATION CO., Box 796, Manteo, N. C.; R. S. Wahab, pres.; T-50, Waco Custom, Seabee, Super Cruiser, Piper trainer (T-50, Custom, Seabee, Super Cruiser, Piper trainer); AO—Eastern N. C., Va., Md.; P.  
 ORANGE COUNTY AIRPORT, INC., Orange, Va.  
 ORION AIRCRAFT SERVICE, Box 752, Klamath Falls, Ore.; Allen MacLean, pres.  
 ORR FLYING SERVICE, Modisett Airport, Rushville, Neb.; Leo E. Orr, prop.; PA-12, J-3; AO—U. S. C-P.  
 ORVILLE GEORGE FLYING SCHOOL, Munic. Airport, Hangar 1, Chickasha, Okla.  
 OSAGE AVIATION ENTERPRISES, Commercial Airport, Box 1528, Bartlesville, Okla.  
 OSWALD JOHN, Gowanda Airport, Gowanda, N. Y.  
 OSWALD ALASKA AIRWAYS, Tacoma Airport, 1109 S. Grant St., Tacoma, Wash.  
 OTTAWA FLYING SERVICE, R. F. D. 2, Ottawa, Ill.  
 OWENS AERONAUTICAL SERVICE, JOHN T., Columbus Airport, Columbus, Ind.  
 OWENSBORO AVIATION, Box 653, Owensboro, Ky.; Lyman S. Cox, Jr., prop.  
 OXNARD FLYING SCHOOL, Box 125, Oxnard, Calif.  
 OXNARD SKY FREIGHT, INC., Ventura Cy. Airport, Oxnard, Calif.; V. R. Banks, pres.; 2 DC-3s (2 C-4s); AO—U. S.; C-P.  
 OZARK AIRWAYS, Box 229, Marshall, Mo.
- P
- P & B FLYING SERVICE, Box 2188, Pensacola, Fla.  
 P & H FLYING SERVICE, Box 272-A, Rte 2, Lancaster, Calif.  
 P.K.E. AIRWAYS, INC., Margaretville Airport, Margaretville, N. Y.; R. Con V. Keulen, pres.; Stinson 150, Taylorcraft, Aerocar; AO—U. S.; P.  
 P-T AIR SERVICE, INC., Munic. Airport, Hays, Kan.; Done E. Pratt, pres.; 2 Navions; AO—U. S.; C-P.  
 PACIFIC AIR ACTIVITIES CO., Munic. Airport, Oakland, Calif.  
 PACIFIC AIRCRAFT CORPORATION, Box 282, Eugene, Ore.; Glendon H. Dotson, pres.; Taylorcraft, 2 Stinson 108s, 4 Aerocas (Stinson, Aerocas); AO—Ore., Pacific Coast; C-P.  
 PACIFIC AIRWAYS, Box A, North Bend, Ore.
- PACIFIC ALASKA AIR EXPRESS, INC., Box 2406, Anchorage, Alaska.  
 PACIFIC OVERSEAS AIRLINES CORP., Box 152, Ontario, Calif.; J. Edwin Jones, pres.; unspecified no. of DC-4s; AO—worldwide; established points as cargo carrier are Guam, Honolulu, Johnston Island, Los Angeles, San Francisco; C-P.  
 PAGE AIRWAYS, INC., Rochester Airport, Scottsville Rd., Rochester, N. Y.  
 PAGE AVIATION SERVICE, Box 535, Oklahoma City, Okla.  
 PALM BEACH AERO CORP., Box A, Lantana, Fla.  
 PALMER SPRING FLYING, INC., Box 1391, Great Falls, Mont.  
 PAMPA FLYING SERVICE, Box 376, Pampa, Tex.  
 PARHAM AIR SERVICE, Box 541, Monahans, Tex.; Opal J. Parham, prop.  
 PARIS FLYING SCHOOL, Box 123, Paris, Ark.  
 PEACE CITIES AERO SERVICE, Rte 7, Dallas, Tex.  
 PARKER AIR SERVICE, Box 1091, Port Arthur, Tex.  
 PARK REGION AVIATION, INC., Fergus Falls, Minn.  
 PARKAIRE FIELD, Rte 3, Marietta, Ga.  
 PARKER FLYING SERVICE, Parker, S. D.; John Marquardt, pres.; S.E.L., 3 Aerocas (S.E.L.); AO—Midwest; P.  
 PARKER'S AIRPORT, Eagle Springs, N. C.  
 PARKINSON FLYING SERVICE, Pasco Airport, Pasco, Wash.; H. W. Parkinson, pres.  
 PARR AIR SERVICES, 2636 N. Hutchinson St., Phila., Pa.  
 PARROTT FLYING SERVICE, County Airport, Muskegon, Mich.  
 PATHFINDER FLYING SERVICE, LTD., Box 1442, Stockton, Calif.  
 PATECELL, THEODORE C., 1989 78th St., Jackson Heights, N. Y.  
 PATCO AIR SERVICE, INC., Patco Airport, Conshohocken, Pa.  
 PATTERSON HEIGHTS FLYING SERVICE, Patterson Heights, Airport, Beaver Falls, Pa.  
 PARTON-ALASKA, INC., Box 1715, Anchorage, Alaska.  
 PEPPER COUNTY AIRWAYS, Fort Stockton, Tex.; P. E. Luce, prop.  
 PEERY FLYING SERVICE, Box 221, Seminole, Okla.  
 PELICAN AVIATION CORP., P. O. Box 191, New Iberia, La.  
 PELLA AIRWAYS, Airport, Pella, Iowa.  
 PELLING, MATTHEW R., Albert Whitted Airport, St. Petersburg, Fla.  
 PEMBERTON'S FLYING SERVICE, Kern Cy. Airport, Bakersfield, Calif.; Roy H. Pemberton, pres.; PT-19, Cruisair, 2 Chiefs, 4 Champion, 2 Cessna 140, 1 Cessna 150.  
 PEMBROKE AIR PARK, INC., Rte 5, Corbin, N. Y.  
 PENCE AIRWAYS, Box 55, Pence Springs, W. Va.  
 PENINSULA AIRPORT, INC., THE, Box 6, Wythe Branch, Hampton, Va.; Robert A. Kilpatrick, pres.; Bonanza, Cruiser, 2 Howard DGA's, 20 2-place planes, unspecified; AO—U. S.; C-P.  
 PENINSULA AIRWAYS, Rte 1, Airport, Port Townsend, Wash.  
 PENINSULAR AIR TRANSPORT, 734 N.W. 61st St., Miami, Fla.; PENN AEROMOTIVE, INC., R. D. No. 2, Dubois, Pa.  
 PENNINGTON FLYING SERVICE, P. O. Box 1426, Wilmington, N. C.  
 PENINSULA AVIATION CO., Belmont Airport, Belmont, Calif.  
 PENINSULA SCHOOL OF AERONAUTICS, Box 282, St. Ignace, Mich.; P-I.  
 PENN-AIR TRANSPORT CO., 2001 Wyoming Ave., Forty Fort, Pa.; Roland Kisch, pres.; Cessna; AO—U. S.; C-P.  
 PERRY FLYING SERVICE, TOM, Box 307, Perryton, Tex.  
 PERRINE, JAMES LYLE, Corning, Calif.  
 PERRY-WARSAW FLYING SERVICE, Rte 20-A, Perry, N. Y.; D. Wayne Webber, pres.; Super Cruiser; AO—N. Y., New England; C-P.  
 PETERS FLYING SERVICE, Colby, Wis.  
 PETE'S FLYING SERVICE, P. O. Box 191, Showlow, Ariz.  
 PHILADELPHIA AIR TRANSPORT CO., International Bldg., SW Philadelphia, Pa.  
 PHILADELPHIA SEAPLANE BASE, Essington, Pa.; Frank Mills, mgr.; Aerocar, Seabee, 3 Wacos; AO—U. S.; C-P.  
 PHILADELPHIA SKY PORT, Pier 3, S. Delaware Ave., Phila.; W. H. Nicolai, Jr., prop.  
 PHILIP SCHOOL OF FLYING, Mendocino Airport, Little River, Calif.  
 PHILIPS, J. T., Phillipsburg Airport, Phillipsburg, N. J.  
 PHILOMENA CORP., Teterboro Air Terminal, Teterboro, N. J.  
 PHOENIX AVIATION, INC., Box 905, Phoenix, Ariz.  
 PICATELLI, JAMES S., Box 614, Norristown, Pa.  
 PIERCE AVIATION CO., Sam Stinson Field, Ft. Wayne, Ind.; Fred J. Bunyan, prop.; Stinson, Cruiser, J-3; AO—U. S., Mexico, Canada; C-P.  
 PIERCE FLYING SERVICE, Humboldt Cy. Airport, Eureka, Calif.; Lester L. Pierce, prop.; UC-78, Waco, Cessna 120 (Cessna 170); AO—U. S., principally West Coast; C-P.  
 PRICE FLYING SERVICE, Plymouth Airport, Plymouth, Ind.  
 PIERCY FLYING SERVICE, Piercy Field, Medford, Ore.  
 PIKES PEAK AIR SERVICE, INC., Nichols Field, Colorado Springs, Colo.  
 PILKENTON, ERNEST W., Rte 1, Box 6033, Stinson Field, San Antonio, Tex.  
 PINEAPPLE AVIATION, INC., Munic. Airport, Escanaba, Mich.  
 PIONEER VALLEY AVIATION, P. O. Box 60, Municipal Airport, Orange, Mass.  
 PITCAIRN, STEPHEN, Bryan Athyn, Pa.  
 PITTMAN FLYING SERVICE, Box 7, McRae, Ga.  
 PITTSBURG FLYING SERVICE, Box 442, Pittsburgh, Kan.  
 PLACER FLYING SERVICE, INC., Box 668, Auburn, Calif.  
 PLAINS AIRWAYS, INC., Box 299, Cheyenne, Wyo.  
 PLAINS FLYING SERVICE, Box 1657, Amarillo, Tex.  
 PLATINUM AIR LINES, Inc., Memphis, Tenn.; Sam C. Collier, Pres.; Cessna 140, UC-78, 2 Cutvers; AO—Fla.; C-P.  
 PLAYGROUND SEAPLANE CENTER, BOX 64, Fort Walton, Fla.  
 PLUM CREEK FLYING SCHOOL & SERVICE, Box 326, Lexington, Neb.  
 PLUM ISLAND FLYING SERVICE, INC., Box 310, Newburyport, Mass.  
 POCATELLO FLYING SERVICE, INC., Box 1227, Pocatello, Ida.; G. L. McConnell, pres.; Stinson 108-2, Super Cruiser; AO—U. S.; C-P-S.  
 POINT PLEASANT SEAPLANE BASE, 69 Ave. C, Point Pleasant, N. Y.  
 POLLINGER, JACK, 711 Atlantic Ave., Ft. Pierce, Fla.  
 PONTIAC FLYING SERVICE, Walters Airport, Pontiac, Ill.; N. E. Walters, prop.  
 PORT ERIE AIRPORT, Erie, Pa.; Gerald W. Richardson, prop.  
 PORTER HARRY, Lovell Field, Chattanooga, Tenn.

UNITED STATES IRREGULAR AIR CARRIERS—Continued

- PORLAND FLYING SERVICE, INC., Box 328, Portland, Tex.  
 PORTLAND FLYING SERVICE, INC., Munic. Airport, Portland, Me.; Harold F. Troxel, pres.; Fairchild F-24W, Stinson 10A, Station Wagon, 2 Aerona Superchairs; AO—New England; C-P.
- POST MILLS FLYING SERVICE, INC., Box 27, Post Mills, Vt.  
 POTOMAC AIRPORT FLYING SERVICE, INC., Manhattan, Kan.  
 POTTER AIRPORT FLYING SCHOOL, Inc., Airport, Bremen, Ill.; Powell Bros. Flying School, Municipal Airport, Danville, Ill.; Hubert Powell, pres.; Stinson, Cessna, Cub; AO—unlimited; C-P.
- PRAIRIE AIRWAYS, Municipal Airports, Omaha & Lincoln, Neb.; C. J. Abbott, pres.; Stinson SR10J, 2 Bonanzas, 3 UC-78s, 5 Cruisers; AO—U. S.; C-P.
- PRATTSVILLE FLYING SERVICE, Prattsville, N. Y.  
 PRETICE AIRCRAFT SALES & SERVICE, City Airport, Adrian, Mich.
- PREWITT AIRCRAFT SALES CO., Mitchell Hangar, New Orleans, La.  
 PRIESTER AVIATION SERVICE, GEORGE J., Box 203, Pal-Waukee Airport, Wheeling, Ill.; George J. Prieister, prop.; D 17S Beechcraft (D 17S Beechcraft); AO—U. S.; P.
- PRINCE AVIATION CO., Box 1835, Tampa, Fla.
- PROBERT-DEVINE AVIATION CORP., 12930 Pierces St., Pacoima, Calif.; Andy Devine, pres.; UC-78, Voyager; AO—U. S.; P.
- PROVO FLYING SERVICE, Box 144, Provo, Utah.
- PUBLIC AIR SERVICE, INC., Munic. Airport, Pueblo, Colo.; Stinson 108, Simms, SR-8, UC-78, PA-28; AO—U. S.; C-P.
- PULASKI AVIATION SERVICE, Box 993, Pulaski, Va.
- PULLEY FLYING SERVICE, 201 E. North St., Arlington, Tex.
- PURDUE AERONAUTICS CORP., West Lafayette, Ind.; Grove Webster, mgr.; 2 AT-11s, 2 Stinson 150s; AO—Midwest; C-P.
- QUAKER CITY AIRWAYS, INC., North Philadelphia Airport, Philadelphia, Pa.; Herbert Sussman, pres.; DC-3, 3 Bonanzas, Cessna 190, U. S. & Possessions, South America; C-P.
- QUEEN CITY FLYING SERVICE, INC., Hangar J, Lunken Airport, Cincinnati.
- QUINCY AVIATION, INC., Munic. Airport, Quincy, Ill.
- QUINCY FLYING SERVICE, 405½ N. 12th St., Quincy, Ill.
- RACINE FLYING SERVICE, INC., Horlick Racine Airport, Racine, Wis.
- RADER FLYING SERVICE, Glenwood Springs, Colo.
- RADFORD AVIATION CORP., Radford, Va.
- RAGAN FLYING SERVICE, Rte. 1, Box 370, Austin, Tex.
- RAGAN FLYING SERVICE, Delmont, N. Y.; Kenneth Ragan, pres.; Cruiser, Stinson; AO—unlimited; C-P.
- RAGSDALE AIRMOTIVE, Box 227, Childress, Tex.; James E. Ragdale, pres.; Cruiser, Swift, Stinson 150, Ercoupe; AO—Tex. & adjoining states; C-P.
- RAINIER AIR FREIGHT LINES, INC., Boeing Field, Seattle, Wash.; Arden W. Goodman, pres.; 3 DC-3s; AO—U. S.; Alaska; C-P.
- RALEIGH-DURHAM FLIGHT SERVICE, INC., Box 542, Durham, N. C.
- RANCHERO AIRPORT, Box 611, Chico, Calif.; John F. Miller, pres.; Cub, Taylorcraft, PT-26, 2 Stinsons, 4 Luscombe, 4 Ercoupe; AO—C. A.—C.A.—P.S.
- RANEY, JR., ROBERT F., Lemmon, S. D.
- RANGE AIRWAYS, INC., Sheridan, Wyo.
- RANGELEY SEAPLANE BASE, Rangeley, Maine.
- RANKIN AVIATION INDUSTRIES Pearson Air Park, Vancouver, Wash.
- RARITAN VALLEY AIRWAYS, Kupper Field, Hillsboro Township, Box 662, Manville, N. J.; Bernard B. Deymann, pres.; Cruiser; AO—U. S.; C-P.
- RAUCH FLYING SCHOOL & SERVICE, INC., Teterboro Air Terminal, Teterboro, N. J.; P-S-I.
- RAVEN ROCK FLYING SERVICE, INC., Raven Rock Airport, Portsmouth, Ohio
- READING AVIATION SERVICE, INC., Munic. Airport, Box 128, Reading, Pa.
- RED LAD AIRWAYS, INC., RFD 2, Cochran, Ga.
- RED'S AIR SERVICE, Omro, Wis.
- REED, INC., DICK, Box 2208, Casper Wyo.; Richard W. Reed, pres.; 2 Navions (Brauman); AO—Rocky Mt. area; C-P.
- REED'S AIR SERVICE, Draughon-Miller Airport, Temple, Tex.; Elmer G. Reed, prop.
- REGAN FLYING SERVICE, Box 946, Shawnee, Okla.
- HEAVY CARGO LINES, INC., 7609 4th Ave., Brooklyn, N. Y.
- REIFENBERG AVIATION, INC., Hazleton Reifenberg Airport, St. Johns, Pa.
- RELIANCE FLIGHT ACADEMY, 1355 Studebaker Rd., Norwalk, Calif.
- REMBERT WERNER, INC., Lambert Field, St. Louis, 21, Mo.
- RENNSMA, FRANK, Box 441, Youngsville, Pa.
- RENT-A-PLANE SKY TAXI, Munic. Airport, Rte. 3, Box 361A, Tulsa, Okla.; D. G. Peterson, pres.; 10 Bonanzas; AO—South Central; C-P.
- REPUBLIC SEABEE, 5 Washington St., Saratoga Springs, N. Y.
- RESORT FLYING SERVICE, INC., Narrowsburg, N. Y.
- RETTIG FLYING SERVICE, 420 W. Ave. B, Hope, Ark., B. L. Rettig, prop.
- REVERE AIRWAYS, INC., 339 Squire Rd., Revere, Mass.; Julius Goldman, pres.; 20 light aircraft; AO—U. S., Canada; C-P.
- REYNOLDS FLYING SERVICE, Box 52, Zephyrhills, Fla.
- REYNOLDS FLYING SERVICE OF DAYTONA BEACH, INC., Muncie Airport, Daytona Beach, Fla.
- RICHLAND AVIATION, Municipal Airport, Mansfield, Ohio; (also Cleveland); R. B. Black, pres.; AO—E. Central U. S.; 4-Navions; C-P.
- RIDDLE AVIATION CO., INC., Box 4632, Miami 34; AO—N. Y., Miami, Puerto Rico; 2 C-47s (2 C-46s); C.
- RIFE, CHARLES E., Thomaston Airport, Thomaston, Ga.
- RILEY'S FLYING SERVICE, Crossett, Ark.
- RILEY'S FLYING SERVICE, Monrovia Airport, Monrovia, Calif.
- RIPON AIRWAYS, Box 225, Ripon, Wis.
- RISSEY FLYING SERVICE, Rt. 2, Norfolk, Neb.; Andrew A. Risser, prop.
- RTICHEY FLYING SERVICE, Mecham Field, Ft. Worth, Tex.; Edwin W. Ritchey, prop.; T-50, Noorduyn UC-64, Stinson SR-6, Howard, Stinson 10, 2 PT-26s, 3 Luscombe, 3 Cubs; AO—U. S., R-50, 2 Cessna 190s.
- RITNOUR AIR SERVICE, Box 203, Lancaster, Pa.
- RIVERSIDE AIRMOTIVE CO., 4130 Stennes Ave., Riverside, Calif.
- RIVERTON FLYING SCHOOL, Box 589, Riverton, Wyo.
- RIVERVIEW FLYING SERVICE, Erwin, N. C.
- ROBBINS, REG., 222 Ashburn St., Houston, Tex.; Reg Robbins, prop., DC-3; AO—U. S., Alaska, Canada, Mexico; C-P.
- ROBBINS SKYWAYS, Munic. Airport, Melbourne, Fla.
- ROBERTS AIRCRAFT, Box 20, Boeing Field, Seattle.
- ROBERTS, WILSON, A. J., 141 Main St., Wrentham, Mass.; Wilson Roberts, pres.; Super Cruiser; AO—unlimited; C-P.
- ROBERTS FLYING SERVICE, Box 1011, Lakeland, Fla.
- ROBERTSON AIR SERVICE, Johnson Ave., Plainville, Conn.
- ROBIN AIRLINES, Lockheed Air Terminal, Burbank, Calif.
- ROBINSON CHARTER SERVICE, Box 1071, Buffalo, Wyo.; Clair Robinson, pres.
- ROBINSON FLYING SCHOOL, JACK, Meacham Field, Ft. Worth, Tex.
- ROBINSON FLYING SERVICE, Robinson Airport, Plant City, Fla.
- ROBINSON FLYING SERVICE, Silkeston, Mo.
- ROCCO AVIATION INC., Municipal Airport, Pueblo, Colo.
- ROCHELLE AIRPORT, INC., R. F. D. 3, Rochelle, Ill.; George Robinson, pres., AO—U. S. C-P.
- ROCHESTER FLYING SERVICE, R. R. No. 2, Rochester, Ind.
- ROCKY MOUNTAIN AIR SERVICE, Box 471, Rocky Mount, N. C.
- ROCKY MOUNTAIN AIR SERVICE, Box 381, Rife, Colo.; Paul H. Lindstrom, pres.; PA-12; AO—U. S.; C-P.
- ROCKY MOUNTAIN AIR SERVICE, Cody, Wyo.; L. J. Siddle, prop.; 2000 ft. above sea level; C-P.
- ROGAN, KENNETH, Delanson, N. Y.
- ROGERS FLYING SERVICE, BOX 349, Rogers, Ark.
- ROHN FLYING SERVICE, Munic. Airport, Peoria, Ill.; Dwight Rohr, prop.; Cessna 120, Cessna 140, Twin Cessna, Stinson 165, Beechcraft 35; AO—U. S.; C-P.
- ROLES FLYING SERVICE, Towne, N. D.; Elgar Roles, pres.; Cub, 2100 ft. above sea level; C-P.
- ROOSEVELT FIELD, INC., Mineola, L. I., N. Y.
- ROKER, HENRY ERNEST, JR., RFD No. 1, Crewe, Va.
- ROSCOE CHARTER SERVICE, Box 459, Salina, Kans.; Fred L. Roscoe, pres.; AO—U. S.; 2 Cessna 190s; C-P.
- ROSING, H. J., 306 Highview Road, Middletown, Ohio.
- ROSKEY, LELAND C., Rt. 1, Niles, Mich.
- ROSS AIRLINE, Ross Airport, St. Louis, Mo.; W. W. Ross, pres.; 4 Cessna 120s, 4 Cessna 140s, Cessna 190, L-5 Stinson; AO—U. S.; C-P.
- ROSS AVIATION CORP., 2700 N. Broadway, St. Louis, Mo.
- ROSS FLYING SERVICE, Box 823, Grand Island, Neb.
- ROSWELL FLYING SERVICE, INC., Box 6704, Roswell, N. M.
- ROTH AIRWAYS, RR 4, Oskaloosa, Iowa.
- ROUNDUP SKYRIDERS, Box 174, Roundup, Mont.
- ROUNDY & HOLMES SKYWAYS, Box 248, Burley, Idaho.
- ROY FLYING SERVICE, Roy, N. M.; James L. Yabrough, prop.
- ROYAL AIR LINES, Munic. Airport, Biddeford, Me.; Robert L. Roy, mgr.; Cruiser, Stinson 150, 2 Cubs; AO—New England, N. Y., Eastern Canada; Maritime Prov.; C-P.
- ROYAL AIR SERVICE, Inc., 2 Satsuma Ave., No. Hollywood, Calif.; Leslie Combs, exec. mgr.; C-47; AO—U. S.; C-P.
- ROYAL AIRWAYS SYSTEM, 1186 Broadway, N. Y.
- ROYAL PALM FLYING SERVICE, INC., Fort Myers, Fla.
- RUGBY FLYING SERVICE, Rugby, N. D.
- RUPERT FLYING SERVICE, Rt. 2, Box 16, Beaverton, Ore.
- RUSHMORE FLYING SERVICE, Rapid City, S. D.; Ralph Letellier, prop.; Armaster, 2 Ercoupe (2 4-place Ercoupe); AO—U. S.; C-P-I-S.
- RUSSELL FIELD, Rte. 3, Box 186, Ft. Worth, Tex.; E. F. Russell, prop.; 2 Stinsons, 2 UC-78s, 2 Taylorcraft, 2 Stearmans, 5 Cubs; AO—Southwest; C-P.
- RUTLAND AVIATION SCHOOL, Rutland Airport, Rutland, Vt.
- RUTLEDGE FLYING SERVICE, Ashland Airport, Ashland, Ky.
- RUZICKA FLYING SERVICE, Ruzicka Airport, RR 6, Kokomo, Ind.
- S
- S & M FLYING SERVICE, Box 15, Dallesport, Wash.
- S. S. W. INC., Box 471, Concord, Calif.; C-P.
- SAFEWAY FLYING SCHOOL, INC., Queens Seaplane Base, East River, Fl. of 154th Pl., Whitestone, L. I., N. Y.
- SAGINAW AIR SERVICE, Skyhaven Airport, Saginaw, Mich.; John P. Hooper & John H. Lanschwager, prop.
- SAGINAW AIRPORT, Box 4078, Ft. Worth, Tex.
- SALDANA, EDUARDO, E. Box 1126, San Juan, P. R.; C-P.
- SALEM AIR SERVICE, INC., McNary Field, Salem, Ore.
- SALINA FLYING SERVICE, Box 459, Salina, Kan.; Fred L. Thompson, prop.
- SALISBURY AIRCRAFT SERVICE, Munic. Airport, Salisbury, N. C.; Clay S. Swain, mgr.; PA-12, 2 Fairchild 24s; AO—U. S.; C-P.
- SALLADE, AL, Cherry Springs Airport, Coopersport, Pa.
- SAMOA AREA AIRWAYS, 429 Damon Blvd., Honolulu.
- SAN ANGELO FLIGHT SERVICE, Box 386, San Angelo, Tex.
- SAN BENITO FLYING SERVICE, Box 1774, San Benito, Tex.
- SANDHILL AVIATION, INC., Box 26, Riverdale, Md.
- SANDPOINT AIR SERVICE, Box 468, Sandpoint, Ida.
- SANDS POINT SEAPLANE BASE, 15 Orchard Beach Blvd., Port Washington, N. Y.
- SANFORD AVIATION CO., Sanford Airport, Sanford, Me.
- SANGER FLYING SERVICE, INC., Box 178, Kelso, Wash.
- SANTA MONICA AIR SERVICE, Munic. Airport, Clover Field, Santa Monica, Calif.; Milton G. Smilnich, prop.
- SARAS FLYING SERVICE, 136 Central Ave., Los Angeles 28, Calif.; R. S. R. Ruth Jaffrey, N. H.
- SAX AVIATION CO., Dickinson, N. D.
- SCENIC AIRWAYS, Felts Field, Spokane, Wash.
- SCENICAIRE PARK, INC., Geneva, N. Y.; Parker A. Stacy, Jr., pres.; Skyranger; AO—300 miles from base; C-P.
- SCHMIDT, EARL & HELM, JR., 6-S Ranch Airpark, Rt. 1, Box 44, Sangus, Calif.
- SCHNEIDER FLYING SERVICE, Box 712, Seguin, Tex.
- SCHOLZ, EDWARD G., 1824 Hiawatha Ave., Grants Pass, Ore.
- SCHUUYLER FLYING SCHOOL, Schuyler Airport, Schuyler, Neb.
- SCOTT AERO SERVICES, INC., 2901 E. Spring St., Long Beach 7, Calif.
- SCOTT AIRCRAFT SALES, INC., Munic. Airport, El Paso, Tex.

UNITED STATES IRREGULAR AIR CARRIERS—Continued

- SCOTT FLYING SERVICE**, New Orleans Airport, New Orleans, La.  
**SCOTTIE'S CHARTER SERVICE**, 802 Valley, Avenal, Calif.; Willis E. Scott, pres.; Howard DGA-15; AO—Cali.; C-P.A.
- SCOTTY'S FLYING SERVICE**, County Airport, Waynesburg, Pa.
- SCRANTON AIRWAYS**, Scranton Municipal Airport, Clarks Summit, Pa.; Harry Swank, prop.; Seabee, Cruiser, BT-13 (Bonanza); AO—U.S.; C-P.
- SEA LAND AIR SERVICE**, Box 473, Arkansas Pass, Tex.
- SEABOARD & WESTERN AIRLINES, INC.**, 16 Liberty St., N. Y.; Raymond A. Norden, pres.; 5 C-54s; AO—N. Y., Europe, Middle East; C.
- SEAFLAME AIRWAYS, INC.**, Speculator, N. Y.
- SEARCY FLYING SERVICE**, Searcy, Ark.
- SEATTLE AIR CHARTER**, Box 20, Boeing Field, Seattle, Wash.; C-P.
- SEATTLE SKY RANCH**, Issaquah, Wash.
- SELFRIFFE, R. P.**, Box 431, Muncie, Airport, Kansas City, Mo.
- SEMIMOLE AIR SERVICE**, Oak Airport, Foley, Ala.
- SENECA AIRPORT**, Box 100, Municipal Airport, Seneca, Kan.
- SENECA FLYING SERVICE**, Killbuck, N. Y.
- SERV-AIR, INC.**, Muncie, Airport, Box 1507, Raleigh, N. C.; Truman W. Miller, pres.; T-50, 2 Seabees, 2 Fairchild, Escoupe, 3 J-3s, 4 Taylorcraft; AO—N. C.; C-P.
- SEVERSON AIR ACTIVITIES**, Box 2262, Cut Bank, Mont.
- SHANKSTER FLYING SERVICE**, Box 601, Newcastle, Wyo.
- SHAWSON AIRCRAFT**, Box 621, Marfa, Tex.
- SHASTA FLYING SERVICE**, P. O. Box 617, Fall River Mills, Calif.
- SHAUGHNESSY FLIGHT SYSTEM**, 19 Greenacres Rd., Westwood, Mass.
- SHAW AIRCRAFT CO.**, Muncie, Airport, Iowa City, Ia.; Paul B. Shaw, prop.; C-17B, Cessna 140 (Cessna 170); AO—unlimited; P.
- SHAWNEE FLYING SERVICE**, Shawnee Rd., RFD 2, North Tonawanda, N. Y.
- SHEALY'S FLYING SERVICE**, Rte. 1, Newberry, S. C.
- SHELTON FLYING SERVICE**, W. H. Box 11, Groveland, Fla.
- SHELTON AIR SERVICE, INC.**, Box 11, Groveland, Fla.
- SHELTON & CO., C. N.**, Rte. 1, Box 145, Miami.
- SHEN-MYER AIRCOURT**, Box 189, Harrisonburg, Va.
- SHERIDAN AIR SERVICE**, Box 61, Sheridan, Wyo.
- SHERIDAN FLYING SERVICE**, 6050 Sheridan Dr., Williamsburg 21, N. Y.
- SHIELDS FLYING SERVICE**, Box 449, Neosho, Mo.
- SHOWALTER CORP.**, THE, Box 916, Winter Park, Fla.; H. W. Showalter, Jr., pres.; 2 Super Cruisers, T-50, Fairchild 24; AO—U. S.; C-P.
- SHUEY AIR SERVICE**, Muncie, Airport, Wooster, Ohio.
- SIEMS AERO-AIDERS, INC.**, Muncie, Airport, Fremont, Neb.; John T. Siems, pres.; Cruiser, Cessna 120; AO—Neb. & surrounding states; C-P.
- SILVER CITY FLYING SERVICE**, Box 574, Silver City, N. M.
- SILVER CREEK AIRPORT**, 45 Ward Ave., Silver Creek, N. Y.; Kenneth A. Ehme, pres.; Cub (2 Cubs); AO—50 miles from base; C-P.
- SILVER DOLLAR FLYING SERVICE**, Seguin Airport, Seguin, Tex.; Ray Schack, pres.; Aerocar, UC-78, PT-18, 4 Cubs; AO—Tex.; C-P.
- SILVER LAKE FLYING SERVICE, INC.**, Frankfort, Ky.
- SIMECK, JOSEPH**, 1926 Hickory St., Milan, Mich.
- SIMPSON FLYING SCHOOL**, 1120 E. Mulkey St., Fort Worth 3, Tex.
- SIMPSON FLYING SERVICE**, Philippi, W. Va.; W. L. Simpson, prop.
- SIOU CITY FLYING SERVICE, INC.**, Box 1409, Sioux City, Ia.
- SISKIYOU AIRWAYS**, Box 136, Montague, Calif.
- SISKIYOU FLYING SERVICE**, Box 34, O'Brien, Ore.
- SISSETON FLYING SERVICE**, Sisseton, S. D.
- SITKA AIRWAYS**, Sitka-Chehalisbar, N. D.
- SKY HARBOR, THE**, 1000 Westlake N., Seattle; Monte K. Pierce, prop.
- SKY HARBOR AIR SERVICE**, P. O. Box 138, Cheyenne, Wyo.
- SKY HARBOR AIR SERVICE**, Inc., Box 649, Phoenix, Ariz.
- SKY HARBOR AIRPORT**, Box 1069, San Angelo, Tex.
- SKY HARBOR AIRWAYS, INC.**, Muncie, Airport, Niagara Falls, N. Y.; John J. Stoltz, pres.; PT, Twin Cessna, single-engine Cessna, Stinson, 3 Cubs; AO—U. S., Canada; P-I.
- SKY HARBOR FLYING SERVICE**, Lewiston-Auburn Airport, Auburn, Me.
- SKY SERVICE CORP.**, Muncie, Airport, Evansville, Ind.; Ellis A. Carson, pres.; 2 Nortons, 2 Aerocas, Cessna T-50, Station Wagon, Cessna 195, Cessna 120; AO—Middle West, South; C-P.
- SKY SERVICE CORP.**, Parnell Field, Stop 12, Petersburg Pike, Richmond, Va.; R. Pinkney Sowers, pres.; Chief, Cruiser, Norseman, 7 Champions; AO—Richmond area; C-P-S.
- SKY SERVICE, INC.**, 711 S. State St., Ann Arbor, Mich.; C. M. Dixon, pres.; Bonanza, 12 Bonanzas; AO—U. S.; C-P.
- SKY TRAVEL INC.**, Muncie, Airport, Cleves, Ohio.
- SKY TRAVEL INC.**, Muncie, Airport, Houston, Tex.
- SKY CRAFT ENTERPRISES, INC.**, Box 8027, Houston, Tex.
- SKY CRAFT, INC.**, 1953 50th Place N., Muncie, Airport, Birmingham, Ala.
- SKY CRAFT SCHOOL OF AVIATION**, Muncie, Airport, Birmingham, Ala.
- SKY CRAFT, INC.**, 2415 Hubbard Rd., Youngstown, Ohio
- SKYHAVEN INC.**, Box 42, Lakeport, N. H.
- SKYLANE AIR EXPRESS, INC.**, Box 1123, Macon, Ga.
- SKYLIFE, INC.**, 13801 N.E. Haley St., Portland, Ore.; Don Plympton, pres.; 6 Funks (UC-78); AO—Pacific NW; C-P. Cargo not exceeding 50 lbs.
- SKYLINE AIR CHARTER**, 13610 S. Central Ave., Los Angeles; G. William Werstlein, pres.; Twin Cessna, 2 Voyagers; AO—West; C-P.
- SKYLINE AIRWAYS, INC.**, Box 5046, Biltmore, N. C.
- SKYLINE AVIATION SERVICE**, Warren County Airport, Glen Mills, N. C.
- SKYLINES, INC.**, Drawer 271, Asheboro, N. C.
- SKYMOTIVE, INC.**, 6671 Anaheim-Telegraph Rd., Los Angeles 22; Clarence Bergren, mvr.; Navion; AO—Western States; C-P.
- SKYMOTIVE SALES, INC.**, Box 505, Park Ridge, Ill.
- SKYPARK, RT. 3, BOX 150, OREGON CITY, ORE.**
- SKYTRAIN AIRWAYS, INC.**, 302 Balter Bldg., New Orleans; Edward D. McGee, pres.; DC-4; AO—Central America; C.
- SKYVILLA, INC.**, San Francisco Municipal Airport, South San Francisco.
- SKYWAY AIR SERVICE, INC.**, Newell, S. D.; C. W. Feigen, pres.; Fairchild 24, 2 Cessnas (Cessna 170); AO—Midwest; P.
- SKYWAY ASSOCIATES**, Box 1368, Bakersfield, Calif.
- SKYWAY FLYING SERVICE**, Box 2005, Great Falls, Mont.
- SKYWAY SCENIC SERVICE**, 1256 S. 17th East, Salt Lake City.
- SKYWAYS AIR SERVICE**, Regional Airfield, Battle Creek, Mich.; W. K. Kellogg, Prop.
- SKYWAYS AVIATION CO., INC.**, 1800 S. Western, Okla. City, Okla.
- SKYWAYS, INC.**, Municipal Airport, Norfolk, Neb.
- SKYWAYS, INC.**, Municipal Airport, La Crosse, Wis.; Walter S. Allen, pres.; 7 Aerocas; PA-12; AO—Continent; C-P.
- SKYWAYS INTERNATIONAL TRADING & TRANSPORT CO.**, Box 3034, Miami; Robert J. Bergeron, pres.; 2 DC-3s, 2 Lodestars, 3 C-46s (C-54); AO—Worldwide; C-P, mostly cargo.
- SMITH AERO REPAIR**, W. O. Box 547, Hot Springs, Ark.; O. O. Smith, prop.
- SMITH AIRPORT SERVICE**, Hillsboro, Ill.
- SMITH AIRCRAFT, FRED**, Muncie, Airport, El Paso, Tex.
- SMITH & JONES FLYING SERVICE**, DeWitt, Ark.
- SMITH & SCHNEIDER FLYING SERVICE**, Box 247, Marion, Okla.
- SMITH AVIATION, RT. 4, Box 210, Kent, Wash.**
- SMITH FLYING SERVICE**, Piercetown, Ark.
- SMITH FLYING SERVICE**, Box 406, Newton, Ia.
- SMITH FLYING SERVICE**, Jamestown, N. D.
- SMITH FLYING SERVICE**, Wilkes-Barre Wyoming Airport, Forty-Fort, Pa.; K. Russell Smith, pres.; AO—U. S.; Cruiser, Cessna 140, Cessna 195, T-50 (Cessna 170); C-P.
- SMITH, JACK**, Felton Field, Cartersville, Ga.
- SMITH-LIVINGSTON AIR SERVICE, INC.**, Box 531, Corvallis, Ore.
- SMYER AIRCRAFT CO.**, Box 452, Arkansas City, Kan.
- SMYER AIRCRAFT SALES & SERVICE**, Box 988, Municipal Airport, Ponca City, Okla.
- SMYRNA BEACH AERO SERVICE, INC.**, Box 96, New Smyrna Beach, Fla.
- SNYDER AVIATION, INC.**, Barrington, N. J.
- SNYDER ROBERTSON FLYING SERVICE**, Box 79, Ottawa, Kan.
- SNYDER, ROY E.**, Ainsworth, Neb.
- SNYDER, STANLEY W.**, Charter & Air Taxi Service, 1 Hillside Ave., Great Neck, N. Y.
- SOLOMON VALLEY AIR SERVICE**, Muncie, Airport, Hill City, Kan.; Clair E. Edna H. Waits, props.
- SOMER-VOLZKE FLYING SERVICE**, Sky Village Airport, Utica, Neb.
- SOMERSET AIR SERVICE, INC.**, Box 46, Bedminster, N. J.; Samuel Freedman, pres.; Bonanza, Cessna 140, AT-6, Cub Coupe; AO—U. S.; C-P.
- SONORA AIRWAYS**, Box 502, Sonora, Calif.
- SOJO AIRCRAFT SERVICE, INC.**, Herington, Kan.
- SOQUA AIR SERVICE**, Box 444, Brewton, Ala.
- SOULE FLYING SERVICE**, BOB, Box 580, Gulfport, Miss.
- SOURDOUCH AIR TRANSPORT**, Box 1639, Fairbanks, Alaska; A. R. Johansen, pres.; C-46; AO—U. S., Alaska; C-P.
- SOUTH BEND FLYING SERVICE, INC.**, Chain Lakes Airport, South Bend, Ind.; Warren Oliver, pres.; AO—Midwest; 2 light planes; C-P-S-I.
- SOUTH CENTRAL AIR TRANSPORT, INC.**, Box 544, Fayetteville, Ark.
- SOUTH DAKOTA AIRWAYS**, Box 602, Yankton, S. D.; Alan R. Hightowerhawk, pres.; AO—U. S.; Station Wagon, Cessna 140 (Bonanza); C-P.
- SOUTH EAST AIRLINES, INC.**, Douglas Airport, Charlotte, N. C.
- SOUTH FLORIDA FLYING SERVICE**, Box 957, Homestead, Fla.; W. O. Van Tien, prop.
- SOUTH GEORGIA FLYING SERVICE, INC.**, Box 858, Valdosta, Ga.
- SOUTH HAVEN AIR SERVICE**, Muncie, Airport, South Haven, Mich.
- SOUTH TEXAS AIR ROUTES**, Box 1476, Corpus Christi, Tex.
- SOUTHBIDGE SKY PARK, INC.**, Southbridge, Mass.; C. Stanley Knight, pres.; Voyager, Cessna 140, 2 Cessna 120s, 2 Champions; AO—500 miles from base; P.
- SOUTHERN AERO ENGINEERING**, Box 1177, Orlando, Fla.; W. W. Steere, pres.; T-50, 2 Taylorcraft BC12D; AO—Southern & Eastern U. S.; C-P.
- SOUTHERN AIR EXPRESS**, Box 1429, Clearwater, Fla.
- SOUTHERN AIR SERVICES**, Sanders Field, Walls, Miss.; Mrs. Louise C. Kent, prop.; Super Cruiser, Bonanza, PA-11, Chief, 5 Cubs; AO—X; C-P.
- SOUTHERN AIR TRANSPORT**, 3191 S.W. 19th Terrace, Miami; F. C. Moor, pres.; DC-3 (C-46); AO—U. S., South America; C.
- SOUTHERN AIRCRAFT SALES CO., INC.**, New Orleans Airport, New Orleans, La.
- SOUTHERN AIRWAYS CO.**, Muncie, Airport, Atlanta, Ga.
- SOUTHERN AIRWAYS CO.**, Box 808, Muncie, Airport, Greenville, S. C.
- SOUTHERN AIRWAYS OR DANVILLE, INC.**, Muncie, Airport, Danville, Va.
- SOUTHERN AVIATION CO.**, Albert Whited Airport, St. Petersburg, Fla.; Robert D. Leon, pres.; UC-78, Champion (Sedan); AO—Fla.; P.
- SOUTHERN AVIATION CORPORATION**, P. O. Box 1491, Shreveport, La.
- SOUTHWEST AEROMOTIVE CORP.**, Rte. 2, Box 86, Springfield, Mo.
- SOUTHWEST AVIATION SERVICE, INC.**, P. O. Box 2516, Oklahoma City, Okla.
- SOUTHERN CALIFORNIA AIR AMBULANCE & HEARSE SERVICE**, Bellflower Airport, 1451 E. Center St., Bellflower, Calif.
- SOUTHERN FLIGHT, INC.**, Box 608, Orlando, Fla.
- SOUTHERN ILLINOIS AIRWAYS, INC.**, Box 347, Marion, Ill.
- SOUTHERN INDIANA AIRLINES**, 209 Citizens Nat'l Bank Bldg., Bedford, Ind.; R. P. Austin, pres.; T-50, Escoupe; AO—U. S.; C-P.
- SOUTHERN MINNESOTA AVIATION SERVICE, INC.**, Box 11, Owatonna, Minn.
- SOUTHERN MISSOURI AIR SERVICE, INC.**, Rt. 6, Box 349, Springfield, Mo.
- SOUTHERN VERNON FLYING SERVICE**, Hartness Airport, N. Springfield, Vt.
- SOUTHERNAIRE CO.**, Box 146, Hartsville, S. C.
- SOUTHWEST AVIATION, INC.**, Box 1774, Brownsville, Tex.; Maynard Penick, pres.; AO—So. Tex.; Mexico; 5 light planes; P.

UNITED STATES IRREGULAR AIR CARRIERS—Continued

- SOUTHWEST AIR RANGERS**, Box 1154, El Paso, Tex.; William E. Mueller, pres.; Stinson, 2 Silvaires (Silvaires); AO—Southwest; **SOUTHWEST AIRCRAFT, INC.**, Meacham Field, Ft. Worth, Texas.
- SOUTHWEST AVIATION SERVICE**, Altus, Okla.
- SOUTHWEST KANSAS AIRCRAFT SALES**, Muncie Airport, Greensburg, Kan.; G. A. Bertram, prop.; Cessna 140 (Cessna 170); AO—U. S.; C-P.
- SOUTHWESTERN AIRWAYS**, Box 318, Oklahoma City, Okla. **SOUTHWESTERN SKYWAYS, INC.**, Box 247, Santa Fe, N. M.; Carl D. Ettinger, Dale R. Erickson, co-owner; 10 SEL (10 SEL); AO—U. S., Canada, Mexico; C-P.
- SPA AIR SERVICE**, Ballston Spa Airport, Ballston Spa, N. Y. **SPA FLYING SERVICE**, Memorial Field, Hot Springs, Ark.
- SPARTAN AIRCRAFT CO.**, Muncie Airport, Tulsa, Okla.; J. Paul Geissler, pres.; P. P. Geissler, Jr., v.p.; C-P.
- SPARTAN AVIATION**, Box 905, Spartanburg, S. C.; Lewis W. Claycraft, PT-17, PT-19, BT-13, 6 Cubas; AO—U. S.; C-P.
- SPEEDAIR DELIVERY, INC.**, 950 Westlake Ave. N., Seattle. **SPEEDFLYING SERVICE, INC.**, 23-11 Linden St., Flushing, N. Y. **SPILLERS AIR TAXI & CHARTER SERVICE**, Box 183, Leavenworth, Wash.
- SPILLMAN AERO SERVICE, INC.**, Holyoke, Colo.; Leslie Kunkel, pres.; Cessna 140, PA 12 (Cessna 170); AO—Phillips Cy., Colo.; C-P.
- SPOKANE FLYING SERVICES, INC.**, Box 55, Parkwater, Wash.
- SPORTSAIRE**, Pullman, Mich.
- SPORTSMAN AIR SERVICE**, East River Rd., Grand Island, N. Y.; P. N. Pattison, pres.; Grumman G-43A; AO—Ontario, Quebec; P.
- SPORTSMEN'S AIR SERVICE**, 124 N. E. 111th St., Miami, Fla.
- SPORTSMEN AIRWAYS, INC.**, Sky Harbor, Duluth, Minn.; Robert L. Bergum, pres.; Norseman Seaplane, Wedgeon, Chief, Cub seaplane, 3 Champion (2 Aerocars); AO—North Central U. S., Canada; C-P.
- SPORTSMEN'S AIR SERVICE**, 14 Oak Lane, Davenport, Ia.
- SPORTSMEN'S AIRWAY**, 249 Cabot St., Beverly, Mass.
- SPRING CITY FLYING SERVICE, INC.**, Rt. 5, Box 574, Waukesha, Wis.
- SPRINGER AERO SERVICE**, Springer, N. M.
- SPRINGFIELD AVIATION CO., INC.**, Springfield Airport, Box 57, Springfield, Ill.; Carl A. Sorling, pres.; Stinson 108-1, Aerocar; AO—U. S.; C-P.
- SPRINGFIELD FLYING SERVICE, INC.**, Rt. 2, Box 90, Springfield, Mo.
- SPRINGFIELD FLYING SERVICE, INC.**, Springfield Airport, Springfield, Ore.; Robert C. Good, pres.; Cruisair, 2 PA-12s; AO—Northwest; C-P.
- STAFFORD AIRPORT**, Blandell, N. Y.
- STANDARD AIR CARGO**, Lindbergh Field, San Diego, Calif.; Shields B. Craft, pres.; DC-3, C-46, DC-4; AO—U. S., Alaska; C-P.
- STANFIELD FLYING SERVICE**, Box 415, Ottumwa, Ia.
- STARK FLYING SERVICE**, Box 121, Colewater, Kan.; Victor G. Stark, prop.
- STARNESS AVIATION SERVICE, KENNETH**, Box 2534, Little Rock, Ark.
- STARRETT AVIATION CO., INC.**, Spencer, Ia.; 4 small planes; AO—U. S., Canada; C-P.
- STATE AIRLINES, INC.**, Box 1862, Charlotte 1, N. C.; H. R. Gilbert, Jr., pres.; Cessna 170; AO—U. S.; C-P.
- STATE COLLEGE AIR DEPOT, INC.**, State College, Pa.
- STATE LINE AIR ACTIVITIES, LTD.**, Box 157, Bridgeport, Ala.
- STATESIDE AIRPORT**, R. D. 3, Newburgh, N. Y.
- STATESVILLE FLYING SERVICE**, Box 1163, Statesville, N. C. D. V. Keller, prop.
- STEINMAN FLYING SERVICE, FRANK**, Roosevelt Field, Mineola, L. I., N. Y.; T-50; AO—East, Southeast, Midwest; A.
- STEPHENSON AIR AMBULANCE**, Box 591, Selby, Fla.; J. M. Stephenson, prop.
- STERRETT'S FLYING SERVICE**, Kinsley, Kan.
- STEVENSON AVIATION SERVICE**, Box 956, Muskogee, Okla.
- STEWART, ARTHUR W.**, Box 3, Somers, N. Y.
- STEWART, EDGAR A.**, 8000 Glider Ave., Los Angeles.
- STEWART AVIATION CO.**, Box 70, Parkersburg, W. Va.; J. Wayde Stewart, pres.; Stinson, Encoupe; AO—unlimited; C-P.
- STEWART FLYING SERVICE**, Muncie Airport, Massena, N. Y.
- ST. FRANCIS FLYING SERVICE**, St. Francis, Kan.; Harry T. Rees, prop.
- STICKNEY FLYING SERVICE**, Edgemont, S. D.
- STINSON'S FLYING SERVICE**, Box 1107, Klamath Falls, Ore.; Chester E. Stinson, prop.
- STIRM, RALPH C.**, Independence, Iowa.
- STOCKMAN FLYING SERVICE**, Muncie Airport, Williston, N. D.; W. H. Stockman, H. W. Stockman, prop.
- STODDARD AERO SERVICE**, Box 1057, Wink, Tex.; W. L. Stoddard, pres.; UC-78 Voyager, Super Cruiser; AO—U. S.; C-P.
- STONE & WELLS FLYING SERVICE**, P. O. Box 5097, Jacksboro, Tenn.
- STOUT FLYING SERVICE, INC.**, Box 82, Muscatine, Iowa.
- STOVER AIR SERVICE**, Memorial Field, Hot Springs, Ark.
- STRALEY FLYING SERVICE**, Box 486, Clinton, Ia.
- STRATO FREIGHT, INC.**, Bradley Field, Windsor Locks, Conn.; C.
- STRATTON AIR SERVICE, FRANK**, Prineville, Ore.
- STRAUSS SKYWAYS, RR 1, Smith Field, Warsaw, Ind.**; Frederick J. Strauss, prop.; Voyager, Cessna 140; AO—U. S.; P.
- STUCKLER'S FLYING SERVICE**, Muncie Airport, Ruston, La.; Stuckler, prop.; Voyager, Cessna 4 Cub; AO—500 miles from base; C-P.
- STULL FLYING SERVICE**, 711 6th St., Fairbury, Neb.
- STUTTGART AVIATION SERVICE**, Box 588, Stuttgart, Ark.
- SUMMIT AIR SERVICE, INC.**, Box 493, Laramie, Wyo.
- SUMTER AIRWAYS, INC.**, Box 364, Muncie Airport, Sunter, S. C.; E. H. Lynam, Jr., pres.; Super Cruiser AO—Fa-12; P.
- SUNDORPH AERONAUTICAL CORP.**, Muncie Airport, Cleveland.
- SUNNY SOUTH AIRCRAFT SERVICE**, 9000 N. W. 7th Ave., Miami, Fla.; Robert A. Rickle, Jr., prop.; Cessna 190; AO—U. S., Cuba, Bahamas; James S. Heald Sr., Heald St., Wilmington 83, Del.; Harry C. Ribblett, Prop.
- SURFSIDE, INC.**, Rt. 1, Hugo, Minn.
- SUSSEX AERO INDUSTRIES, INC.**, Route 13, Bridgeville, Del.
- SUTHERLIN VALLEY AIRWAYS**, Sutherlin, Ore.
- SWABY, RALPH P.**, Box 936, Muncie Airport, Lawton, Okla.; R. P. Swaby, prop.; UC-78, Station Wagon, Waco UKCS-5, BT-13, Encoupe; AO—U. S.; C-P.
- SWAIN AIR SERVICE**, 220 W. 18th St., Erie, Pa.
- SWIFT AIR SERVICE**, Air Terminal Bldg., Lindberg Field, San Diego, Calif.
- SWIFTAIRE, INC.**, Box 1489, Las Vegas, Nev.
- SWINSON BROS. FLYING SERVICE**, Muncie Airport, Pratt, Kan.; E. C. Swinson, pres.; Stinson 165, 2 Cruisers (Stinson 165); AO—Kan.; C-P.
- SYLVA FLYING SERVICE**, Sylva, N. C.
- T**
- TAPER FLYING SERVICE**, Harlowton, Mont.
- TAQUAMA FLYING SERVICE**, Barry's Skyharbor, Tacoma, Wash.; PA-12, J-3, 2 Luscombe; AO—U. S.; C-P.
- TANGER CHARTER SERVICE**, Tanger Airport, Bellefontaine, Ohio.
- TANNER FLYING SERVICE**, Floydada, Tex.; W. H. Tanner, prop.; PA-12; AO—X; P.
- TAYLOR AVIATION**, New Kingstown, Pa.
- TAYLOR, ROGER**, Quakertown Airport, Quakertown, Pa.
- TAYLOR AIR SERVICE**, Sky Ranch Airport, Rte. 3, Houston, Tex.
- TAYNOR-HARRIS AVIATION SERVICE**, Champaign Airport, Box 617, Champaign, Ill.
- TEMPLE AERO SERVICE**, Rte. 5, Temple, Tex.; T. J. Adamson, Jr. & W. C. Jackson, props.
- TENNESSEE VALLEY FLIGHT SERVICE, INC.**, Pryor Muncie Airport, Decatur, Ala.; Luke Pryor, pres.; Cub, UC-78, Stearmans Duster, Fairchild, BT-13, 2 Luscombe, 2 Stearmans, 3 Aerocars; AO—U. S.; C-P.
- TERRA MARINE AIR SERVICE**, 4515 Burke Ave., Seattle, Wash.
- TERRY AIRCRAFT SALES & SERVICE**, Helena, Ark.
- TERRY FLYING SERVICE**, Chapman Field, Waterloo, Ia.; Meryl L. Terry, mgr.; Stinson 165, 5 Cessna 140s (Stinson, Cessna 170); AO—Midwest; P.
- TEW AVIATION SERVICE**, Raleigh-Durham Airport, Raleigh, N. C.
- TEXAS AEROMOTIVE CORP.**, Box 209, Yoakum, Tex.
- TEXAS AVIATION CORP.**, Box 1025, Pounds Field, Tyler, Tex.
- TEXAIR AVIATION, INC.**, 2610 S. Hampton Rd., Dallas 11, Tex.
- TEXOMA AVIATION CO., INC.**, Box 690, Denton, Tex.
- THIESSEN FLYING SERVICE**, 210½ E. St., Hamburg, Iowa; Paul I. Thiessen, prop.
- THOMAS AIR SERVICE**, Box 201, Muncie, Airport, Farmington, N. M.
- THOMAS FLYING SERVICE**, Cirneia, Fort Airpark, Rosebank Av., Nashville, Tenn.; Norman A. Thomas, Prop.
- THOMPSON, B. L.**, Box 907, Liberal, Kan.
- THOMPSON, C. M.**, Towanda Airport, Towanda R. D. 2, Pa.
- THOMPSON CO., INC.**, THE, Box 4061, Warrington, Fla.
- THOMPSON FLYING SERVICE**, Kohler Airport, Kohler, Wis.
- THOMPSON FLYING SERVICE, INC.**, 3800 Dahlia St., Denver, Colo.; D. B. Bullock, pres.; Station Wagon, PA-11, 2 Cub, 2 Super Cruisers; AO—U. S.; mostly Rocky Mt. area; C-P.
- THOMPSON, HARLAN**, 2815—4th St., Billings, Mont.
- THOMPSON, WILLIAM A.**, County Airport, Wheeling, W. Va.
- THUNDERBIRD AVIATION CO.**, Box 26, Walling, N. M.
- THREE SCORPIONS**, R. 911 3rd St., Franklin, La.
- TITUSVILLE SEAPLANE BASE**, Box 572, Titusville, Fla.
- TOCCOA FALLS FLYING SCHOOL, INC.**, Letourneau Airport, Toccoa, Ga.; P-L.
- TOLEY, MILTON C.**, 46 Windsor St., Attica, N. Y.
- TMCO AVIATION, INC.**, Muncie, Airport, San Antonio, Tex.; F. L. Thomson, Jr.; T-50, Cessna 195, several Cessna 140s; AO—U. S.; C-P-I.
- TMOLINSON FLYING SERVICE**, 395 North St., P. O. Box 196, Skowhegan, Maine; Leon L. Tomlinson, Prop.
- TMOKA AIRCRAFT SALES & SERVICE**, Municipal Airport, Toppenish, Kan.
- TORONTO AIR SERVICE, INC.**, Box 234, Toronto, Ohio.
- TOR-WIN, TOR-WIN AIRPORT**, R. F. D. 3, Winsted, Conn.
- TOTEM AIR SERVICE, INC.**, Adm. Bldg., Boeing Field, Seattle, Wash.; AO—X; C-P.
- TOTH AIRCRAFT & ACCESSORIES CO.**, 222 Richards Rd., Muncie, Airport, Kansas City, Mo.
- TOWLE FLYING SERVICE**, Muncie, Airport, Wausau, Wis.
- TOWN OF MYRTLE BEACH**, Box 1517, Myrtle Beach, S. C.
- TRADEWIND AIRPORT CORP.**, Box 1377, Amarillo, Tex.
- TRADEWIND FLYING SCHOOL**, Box 848, Amarillo, Tex.
- TRANS AIR HAWAII, LTD.**, 1471 Kapolani Blvd., Honolulu, T. H.; AO—Honolulu, Barking Sands, Homestead Field, Lanai City, Pummele, Hilo, Kailua, Upolu (all Hawaii); C.
- TRANS-AIR, INC.**, 2806 E. 45th St., Minneapolis, Minn.
- TRANS-AIR, INC., Freeman Field**, Seymour, Ind.
- TRANSAIR, INC.**, Pinellas Int'l Airport, St. Petersburg, Fla.
- TRANS-ALASKAN AIRLINES, INC.**, 208 Columbia St., Seattle 4, Wash.; C-P.
- TRANS-AMERICAN AIRLINES**, 224 S. Michigan Ave., Chicago.
- TRANS-AMERICAN AIRWAYS**, Muncie, Airport, Oakland, Calif.
- TRANS ATLANTIC AIRWAYS**, Hotel Lincoln, 44th St. & 8th Ave., N. Y.; Edward W. Tabor, pres.; AO—X; C-B.
- TRANS CARIBBEAN AIR CARGO LINES, INC.**, 160 Central Pk. S., N. Y.; AO—X; C-P.
- TRANS NATIONAL AIRLINES**, Muncie, Airport, Long Beach, Calif.
- TRANSEOCAN AIR LINES**, Muncie, Airport, Oakland, Calif.; Orville Nelson, pres.; AO—Worldwide; C-12, 14, 6 C-46s; C-P.
- TRAVIS FLYING SERVICE**, Memphis, Tenn., Airport, Big Rapids, Mich.
- TRAVLAND AIRPORT**, Beeville, Tex.
- TREATY CITY AIRPORT**, RR 55, Greenville, Ohio; R. W. Bleyle, prop.
- TRI ANGLE AIRPORTS, INC.**, Cross Keys, N. J.
- TRIANGLE AVIATION, INC.**, Stanton, Minn.
- TRI-CITIES AVIATION SCHOOL, INC.**, Endicott, N. Y.
- TRI-CITY FLYING SERVICE**, Tullahoma, Tenn.; J. E. Martin, Jr., G. Puckett, J. M. Coutta, props.
- TRI-MOUNTAIN AIR SERVICE**, Box 127, Trinidad, Colo., Perry F. Stokes, prop.
- TRIPLE CITIES AIRWAYS, INC.**, R. D. 2, Waverly, N. Y.
- TRI-STATE AIRWAYS**, Tri-State Airport, Angola, Ind.
- TRI-STATE AIRWAYS CO.**, Box 162, Bryan, O.
- TRI-STATE AVIATION CORP.**, Cincinnati Airport, Glendale, Milford Rd., Sharonville, Ohio.
- TRI STATE AVIATION SERVICE**, Box 848, Amarillo, Tex.

## UNITED STATES IRREGULAR AIR CARRIERS—Continued

**TROH'S AIR TAXI**, 156 Ave. & St Division St., Portland, Ore.  
**TROPICAL FLYING SERVICE**, INC., Box 715 St. Petersburg, Fla.; L. L. Hederman, pres.; 10-passengered land planes, Seabees, Air Phantom; AO—Gulf, Fla. So. Atlantic; C-P-S-I.

**TRULOCK'S FLYING SERVICE**, Rte 4, Charleston, S. C.; F. Trulock, prop.; 11-AC, J-5, Taylorcraft DCO, BC-12D, 3 Aeronca 7-ACs; AO—Charleston area; P-I.

**TRUMBLE, RAYMOND G.**, Chandler Field, Fresno, Calif.

**TUFTS-EDGEcombe, INC.**, Box 506, Elmhurst, Ill.

**TULSA FLYING GSERVICE**, Tulsa Commercial Airport, Tulsa, Okla.

**TUPELO FLYING SERVICE**, 409 N. Madison St., Tupelo, Miss.

**TURNER AERONAUTICAL CORP.**, ROSCOE, Weir Cook Munic. Airport, Indianapolis; Col. Roscoe Turner, pres.; unspecified number of Taylorcraft, Vultee BT-13As, liaison, Bonanzas, Seabees, Twin-engine Beechcraft; AO—U. S.; C-P-A.

**TUSKEGEE FLYING SERVICE**, Munic. Airport, Broken Bow, Neb.

**TUSCARAWAS COUNTY AVIATION, INC.**, Munic. Airport, New Philadelphia, Ohio.

**TUSKEGEE AVIATION, INC.**, Moton Field, Box 8, Tuskegee Institute, Ala.

**TWENTIETH CENTURY AIR LINES**, Box 302, Charlotte, N. C.; C-P.

**TWENTIETH CENTURY FLYING SERVICE, INC.**, Clover Park, Santa Monica, Calif.

**TWIN-CITIES AIR SERVICE, INC.**, Triangle Airport, Hammond, Ind.

**TWIN CITIES FLYING SERVICE**, Twin Cities Airport, Benton Harbor, Mich.

**TWIN CITY AIRWAYS**, P. O. Box 118s, Texarkana, Ark.; Fred W. Kingdon, Jr., & Howard E. Webb, Props.

**TYEE AIR SERVICE, INC.**, Paine Field, Everett, Wash.

**TYLER FLYING SERVICE, INC.**, Rte. 3, Box 123, Tyler, Tex.

**U. S. FLYING SERVICES, INC.**, Albert Whitted Airport, St. Petersburg, Fla.

**UNGERER FLYING SERVICE**, Box 327, Marysville, Kan.; Carl L. Ungerer, mgr.; Cessna 120 (Cessna 170); AO—U. S.; C-P.

**UNION AIRCRAFT CORP.** Shute Munic. Airport, Monroe, N. C.; J. Ray Shute, pres.; BT-13, L-2, Twin Cessna, 2 Howards, 2 PT-26s, 2 PT-19s, 2 Cub, 2 Pioneers, 2 Super Cub.

**UNIT AERO EXPORT CO., INC.**, Box 2084, Miami 12, Fla.

**UNITED AERO**, Mineral Wells, Tex.; T. E. Hubby, pres.; T-50, PA-12; AO—U. S.; C-P.

**UNITED AERO SERVICE, INC.**, Delta Air Base, Albermarle Rd., Box 1028, Charlotte, N. C. E. F. Howington, pres.; Stinson SR-5, Voyager, 3 Arrows; AO—Carolinians; C-P.

**UNITED AERONAUTICS, INC.**, Box 355, Mineral Wells, Tex.

**UNIVERSITY AIR SERVICE, INC.**, Box 933, El Dorado, Ark.

**UNIVERSAL FLIGHT SCHOOL**, Box 146, Lambert Field, St. Louis 21, Mo.

**UNIVERSAL FLYERS**, Culver City Airport, Culver City, Calif.

**USHER AVIATION, INC.**, Munic. Airport, New Haven, Conn.

**USSELMAN FLYING SERVICE**, Parks Metropolitan Airport, East St. Louis, Ill.; Harry C. Usselman, Prop.

**UTILITY AIR TRANSPORT**, Box 67, Long Beach, Calif.

**UVALDE FLYING SERVICE**, Garner Field, Uvalde, Tex.

**UYLDERT, SIEGFRIED**, 55 Anvil Lane, Levittown, L. I., N. Y.

**V**

**VALENTINE AIR SERVICE**, Valentine, Neb.; J. R. Harvey & Kenneth L. Brown, props.; PA-12; AO—S. P.

**VALLEJO SKY HARBOR**, Box 593, Vallejo, Calif.

**VALLEY AIR PARK**, Middleburg, N. Y.

**VALLEY AIR SERVICE**, Box 551, Lanett, Ala.

**VALLEY AIR SERVICE**, Box 100, Grand Junction, Colo.

**VALLEY AVIATION**, Las Animas, Colo.

**VALLEY FLYERS**, Glasgow, Mont.; R. S. Jondahl & C. D. Markle, prop.; Waco, Cessna, Stinson; AO—NE Mont.; C-P.

**VALPARAISO AERO CLUB, INC.**, Box 149, Valparaiso, Ind.

**VAN-AIR SERVICE**, 165 Smith St., Poughkeepsie, N. Y.

**VAN-JENSEN FLYING SERVICE**, Croighton, Neb.

**VAN-PELT FLYING SERVICE**, 1514 Lucia Ave., Waukegan, Ill.

**VANCE, LAMONT C.**, Ripley Airport, Ripley, N. Y.

**VANCOUVER FLYING SERVICE**, Pearson Airpark, Vancouver, Wash.

**VANDALIA FLYING SERVICE, INC.**, Box 55, Vandalia, Ill.

**VANDERKLOOT, W. J. & CO.**, 228 Manhasset Ave., Manhasset, N. Y.

**VAN'S AIR SERVICE, INC.**, Box 227, St. Cloud, Minn.

**VARNEY AIR INDUSTRIES, INC.**, Box 251, Willows, Calif.

**VERDE AIR SERVICE**, Box 216, Clemenceau, Ariz.

**VERMONT FLYING SERVICE, INC.**, Barre, Vt.

**VESTAL AIRCRAFT & FINANCE CO.**, 4600 Dahlia St., Denver 16, Colo.

**VETERANS CHARTER SERVICE**, Box 1248, Thermopolis, Wyo.

**VETERANS AIR SERVICE**, Rte. 1, Box 1303, Grants Pass, Ore.

**VIA AIR ST. CLAIR COUNTY AIRPORT**, St. Clair County Airport, Port Huron, Mich.

**VICK & EARHART FLYING SERVICE**, Cornelia Fort Airport, Nashville, Tenn.

**VICKERS AIRCRAFT**, Munic. Airport, Lubbock, Tex.; James J. Vickers, pres.

**VICTOR AVIATION, INC.**, Box 504, Sherman, Tex.

**VIKING AIRLINERS**, Hanover 3, Lockheed Air Terminal, Burbank, Calif.

**VIRGIN ISLANDS AIR SERVICE**, Box 3341, Miami, Fla.; C-P.

**VIRGINIA AERONAUTICAL CO.**, Box 268, Farmville, Va.

**VIRGINIA AIRCRAFT SALES CO.**, Lester Airport, Martinsville, Va.

**VIRGINIA AIRWAYS, INC.**, Box 752, Emporia Airport, Emporia, Va.

**VIRGINIA-CAROLINA FLYING SERVICE, INC.**, Box 1388, Martinsville, Va.

**VIRGINIA CUB DISTRIBUTORS, Box 909**, Charlottesville, Va.

**VOGEL FLYING SERVICE**, La Salle, Ill.

**VOLPE'S FLYING SERVICE**, Box 28, Claremont, N. H.; Henry Volpe, pres.; Voyager, Super Cruiser, Ercoupe, 6 Cub trainers; AO—Eastern states & Canada; C-P.

**VOSSLER FLYING SERVICE**, Box 387, Porterville, Calif.

## W

**W&L AIRWAYS**, Rutherford St., Wadesboro, N. C.

**W&L FLYING SERVICE**, Box 256, Kingsville, Tex.; W. T. D. Flying Service, Box 1028, McCamey, Tex.; M. Gools & C. L. Eddie, prop.

**WAHLISH FLYING SERVICE**, Mt. Carmel, Ill.

**WADE FLYING SERVICES, INC.**, Bowman Field, Louisville, Ky.

**WADENA AIR SERVICE**, Wadeina, Minn.

**WALKER AIRCRAFT**, Box 225, Monterey, Calif.; Alton H. Walker, prop.

**WALKER FLYING SERVICE**, Box 41, Palacios, Tex.; R. T. Walker, prop.

**WALLACE AIR SERVICE, INC.**, Box 2203, Spokane, Wash.

**WALLACE AIRCRAFT CO.**, SEAPLANE BASE, 127 Ringling Blvd., Sarasota, Fla.

**WALLY'S FLYING SERVICE**, RFD Rte. 5, Bemidji, Minn.; Walter E. Zimmer, prop.

**WALWORTH COUNTY AIRWAYS, INC.**, RFD No. 3, Elkhorn, Wis.

**WAPELLO FLYING SERVICE**, Waipello, Iowa.

**WARD FLYING SERVICE**, 406 N. 14th St., Murphysboro, Ill.

**WARD FLYING SERVICE, RFD 4**, Dexter, Mo.

**WARREN BROS. FLYING SERVICE**, Box 205, Warren, N. C.; M. C. Warren, pres.; PA-12 (PA-12); AO—U. S.; C-P.

**WARREN FLYING SERVICE**, 2850 1/2 Mile Rd., Warren, Mich.

**WARENSBURG FLYING SERVICE, INC.**, Box 336, Warrensburg, Mo.

**WASHINGTON AERONAUTICS CO., INC.**, Munic. Airport, Washington, Ind.

**WASHINGTON FLYING SERVICE**, Box 409, Washington, Ia.

**WATERDOWN AIR SERVICE**, Box 193, Watertown, Wis.

**WATSON & TAYLOR FLYING SERVICE**, Brewton, Ala.

**WATSON FLYING SERVICE**, 1059 6th St., Las Vegas, N. M.

**WEPPA SCHOOL OF AVIATION**, Fall River Seaplane Base, Box 114, N. Westport, Mass., P-1.

**WAUPUN FLYING SERVICE**, Box 24, Waupun, Wis.

**WEAVERVILLE AIR SERVICE**, Box 293, Weaverville, Calif.

**WEATHERLY CAMPBELL AIRCRAFT**, Highland Park Airport, Rt. 7, Dallas, Tex.

**WEBB AVIATION SERVICE**, Box 1558, Munic. Airport, Pampa, Tex.; Roy A. Webb, Jr., pres.; T-50, Cessna 140 (Cessna 170); AO—Tex., Okla., N. M.; C-P.

**WEBSTER AVIATION CO., INC.**, Box 92, Waukesha, Wis.

**WEBSTER CITY FLYING SERVICE**, Webster City Airport, Webster City, Ia.

**WEGGERS AIRPLANE SEEDING & DUSTING CO.**, Rt. 1, Box 208, Woodland, Calif.

**WEIKLE, LAYMAN**, Parrish Court, Covington, Va.

**WEIKLE WHEELER L.**, R.F.D. 2, Box 341, Ronceverte, W. Va.

**WEISE AIRPORT**, Rt. 12, Box 140, Kirkwood 22, Mo.

**WEISSE FLYING SERVICE**, Box 491, Covington Airport, Covington, Ky.

**WELBORN AIRCRAFT SALES CO., INC.**, Waynesboro, Ga.; A. W. Welborn, pres.; T-50, Cessna 140, Swift 125, Taylorcraft, J-3, 2 Super Cruisers; AO—mainly Southeast; Swift 125, Taylorcraft, J-3, 2 Super Cruisers.

**WELD AIRCRAFT, INC.**, Box 999, Greeley, Colo.

**WELLES AIRCRAFT CORP.**, THE, Chemung County Airport, Elmira, N. Y.

**WELLS SCHOOL OF AVIATION, INC.**, Munic. Airport, Hutchinson, Kan.; Roland O. Wells, pres.; AO—400-mi. radius; 2 single-engined planes; P-I/C.

**WEIR FLYING SERVICE, INC.**, Box 1160, Wenatchee, Wash.

**WERLE FLYING SERVICE**, Werle Airport, Dunkirk, N. Y.

**WERLING AIR SERVICE**, Pittsburgh Butler Airport, Butler, Pa.

**WERNER FLYING SERVICE, INC.**, Box 302, Tomahawk, Wis.

**WES-TEX AIRCRAFT**, Rt. 3, Munic. Airport, Lubbock, Tex.

**WEST AMERICAN AIRWAYS, INC.**, Ogden Munic. Airport, Box 1388, Ogden, Utah.

**WEST BEND FLYING SERVICE, INC.**, Box 94, West Bend, Wis.

**WEST CENTRAL AIRLINES, INC.**, Sterling Bldg., Houston, Tex.

**WEST CHESTER AIRPORT, INC.**, R. D. 3, West Chester, Pa.

**WEST LANE FLYING SERVICE**, Box 1229, Stockton, Calif.

**WEST MEMPHIS FLYING SERVICE, INC.**, Box 475, West Memphis, Ark.

**WEST TEXAS FLYING SERVICE**, Box 801, Midland, Tex.

**WEST VIRGINIA AIR SERVICE, INC.**, Box 401, Clarksburg, W. Va.

**WESTCHESTER AIRPORT, INC.**, Rte. 22, Armonk, N. Y.

**WESTERN AIRCRAFT SALES**, Hangar 1, Oakland Airport, Oakland, Calif.

**WESTERN AVIATION, INC.**, Box 1415, Sterling, Colo.

**WESTERN FLYING SERVICE**, Box 745, Clovis, N. M.

**WESTERN FLYING SERVICE**, Box 391, Winner, S. D.

**WESTERN MICHIGAN FLYING SERVICE, INC.**, Munic. Airport, Kalamazoo, Mich.

**WESTERN SKYWAYS, INC.**, Box 444, Renton, Wash.

**WESTWAY SERVICES**, Portland-Trousdale Airport, Troutdale, Ore.; C-P.

**WESTERN STATES FLYING SERVICE**, Box 474, Reedsport, Ore.

**WESTERN WASHINGTON AIRCRAFT, INC.**, Box 204, Bellingham, Wash.

**WESTFIELD FLYING SERVICE, INC.**, Leckrone Field, Salem, III.

**WESTHOPE FLYING SERVICE**, Westhope, N. D.; William B. Sniffen, pres.; Aeronca, Cubs, Cessnas; AO—local; C-P.

**WHEATLEY FLYING SERVICE**, W. C., 121 Main St., Clayton, N. M.

**WHEELING SEAPLANE BASE, INC.**, Box 341, Wheeling, W. Va.

**WHITE BEAR FLYING SERVICE**, South St. Paul, Minn.; A. R. Metzger, prop.; Stinson, Cessna, Ercoupe; P.

**WHITE FLYING SERVICE**, Box 663, Brownwood, Tex.; Alvin N. White, prop.; Cessna 120, Cessna 140, T-50 (Cessna 170); AO—U. S.; C-P.

**WHITE FLYING SERVICE**, 115 Berkshire, San Antonio, Tex.

**WHITE FLYING SERVICE**, E. B., 1418 West St., Emporia, Kan.; Ermab W. White, prop.

**WHITE, ROBERT A.**, 1150 S. Main St., Lone Pine, Calif.

**WHITEHEAD'S, INC.**, Morris Field P.O., Charlotte 6, N. C.

(Concluded on page 71)

**TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE WORLD**  
 (Distances in Statute Miles)

# FOREIGN AIRLINES OF THE WORLD

**KEY TO SYMBOLS:** AO—Area of Operations; C—Cargo; P—Passengers; X—No Information. Aircraft shown in parentheses indicate they are on order or in the process of modification.

- AB AEROTRANSPORT, Nya Ulvsundavagen 192, Bromma, Stockholm 12, Sweden; Carl Florman, pres.; 15 DC-3s, 8 DC-4s, 3 C-47s (2 Stratocruisers, 10 SAAB Scandia); AO—Europe, Near East, North and South America; C-P.
- ADEN AIRWAYS, Khormukser, Aden, Aden; R. deGraaf Hunter, mng.; 7 DC-3s; AO—Red Sea area, Nairobi, Cairo, Kharoum, India; C-P.
- AER LINGUS, 43 Up, O'Connell St., Dublin M. 8, Ireland; E. T. McCarron, chm.; 13 DC-3s; AO—Europe; C-P.
- AERO CARGO, Lyons, France; 7 DC-3s, 7 Haltons.
- AERO GENERAL LTD., Rua D. Manuel 20, Rio de Janeiro, Brazil; AO—Brazil.
- AERO HELLAS, Athens, Greece; 7 DC-3s; AO—Greece; C-P.
- AERO O/Y, Box 278, Helsinki, Finland; Gen. L. Grandell, mng. dir.; 8 DC-3s, 2 JU-52s; AO—Finland, Sweden, Denmark, Holland; P.
- AERO PORTUGAL, LDA., 129 Ave. da Liberdade, Lisbon, Portugal; Antonio de Medeiros Almeida; PC-3, Lockheed 18; AO—Portugal-Morocco; C-P.
- AERO SERVICES, 134 St. Paul St., Catherineines, Ont., Canada; AO—S. Ontario.
- AERO TRANSPORTE ECUATORIANI, C. A., Guayaquil, Ecuador; AO—Ecuador; C-P.
- AERO TRANSPORTES, S. A., Dolores No. 3-905, Mexico City, Mexico; Samuel A. Markel, pres.; 3 DC-3s; AO—Mexico; C-P.
- AERO TRANSPORTES DE SONORA, S. A., Edificio Ferreira, Dr. Pedro Hermosillo, Sonora, Mex.; AO—Mexico; C-P.
- AEROFOTOS LIMITADA, Barranquilla, Colombia; 3 Lockheed stars; AO—Colombia.
- AEROLINEAS ARGENTINAS ALFA, Corrientes 389, Buenos Aires, Arg.; Rodolfo Mujica, pres.; DC-3, Short Sandringham; AO—Paraguay, Uruguay, Arg.; C-P.
- AEROLINEE ITALIANE INTERNAZIONALI—See Alitalia.
- AEROMAS, Elizabethville, Belgian Congo; Martinet NC-701.
- AERONAVES DE MEXICO, S. A., Avenida Juarez 97, Mexico City, Mex.; Dr. L. Lombardo, pres.; 3 DC-2s, 2 Boeing 247, 7 Ansons, 15 DC-3s; AO—Mex.; C-P.
- AEROPOSTA ARGENTINA, S. A., Ave. de Mayo 660, Buenos Aires, Arg.; AO—Arg.; C-P.
- AEROVIA S. A. DE MINAS GERAIS, Rua Tamolis, 36, Belo Horizonte, Minas Gerais, Brazil; Israel Pinheiro, pres.; Fiat G-2, 2 Reliant; AO—Brazil; C-P.
- AEROVIAS BRANIFF, S.A. Apartado Postal 1441, Mex. City, Mex.; T. E. Granoff, pres.; 2 DC-3s, 2 C-47; AO—Mex., Cen. America; C-P.
- AEROVIAS CONTRERAS, 105 Mex. Ave., Box 212, Tijuana, B.C. Mex.; Manuel Contreras, gen. mstr.; 3 DC-3s, C-46, 3 Avro Anson IVs; AO—Lower Calif., Mex.; C-P.
- AEROVIAS LATINO AMERICANAS, S.A., Jalapa, Vera Cruz, Mex.; AO—Mex.
- AEROVIAS NACIONALES DE COL., Calle 12 No. 9-23, Bogota, Colombia; Jorge R. Hoyos, pres.; 4 DC-4s, 2 C-54s, 10 DC-3s, 2 C-78s, 1 Amphib. Catalinas; AO—Col., Panama, Ecuador, Venezuela; C-P.
- AEROVIAS NACIONALES DEL SUR, Lima, Peru; ? commandos; AO—Peru; C-P.
- AEROVIAS OCCIDENTALES, S. A., San Jose, Costa Rica; AO—Costa Rica; C-P.
- AEROVIAS "O", S.A.: Cienfuegos 72, Havana, Cuba; Manuel Quevedo, Jr., pres.; 11 C-47s, 2 C-46s; AO—Cuba, Florida; C-P.
- AEROVIAS REFORMA, S. A., Paseo de la Reforma 8, Mexico City; Salvador Baldinetti, pres.; 5 DC-3s, C-47, Boeing (4 DC-3s); AO—Cent. & N. Mex.; C-P.
- AEROVIAS VENEZELONAS, S. A., Chorro a Dr. Diaz, Edif. Banco Union, Piso 2, Apt. 23, Caracas, Venez.; H. L. Boulter, pres.; 14 DC-3s, 2 C-47s, 2 DC-4s, Electra; AO—Venez.; C-P.
- AIR ALGERIE, Algiers; 14 DC-3s; C-P.
- AIR ATLAS, 167 Ave. Poeymirau, Casablanca, Morocco; M. Couplie, pres.; 6 DC-3s (6 DC-3s); AO—Morocco, Algiers, Tangier, France, Spain; C-P.
- AIR CEYLON, Colombo, Ceylon; 4 Dakotas; AO—India, Ceylon, AIR CONGO, Albertville, Belg. Congo; AO—Elizabethville to Angola.
- AIR FRANCE, 2 rue Marbeuf, Paris, 8e, France; M. Hymans, pres.; 14 Constellations, 25 DC-4s, 31 DC-3s, 33 Languedocs, 10 JU-52s, 2 Catalinas (6 Constellations); AO—world-wide; C-P.
- AIR INDIA INTERNATIONAL LTD., New India Assurance Bldg., Bombay, India; AO—India-U. K.; C-P.
- AIR-INDIA, LTD., Bombay House, Bruce St., Bombay, India; J.R.D. Tata, chm.; 18 DC-3s, 2 Vikings; AO—India, Ceylon; C-P.
- AIR MALTA LTD., 60 South St., Valetta, Malta; AO—Mediterranean; C-P.
- AIR MAROC, Fr. Morocco; C-P.
- AIR SERVICES OF INDIA, Scindia House, Dougall Rd., Ballard Estate, Bombay, India; Wing Cmdr. W. H. B. Burbridge; 11 DC-3s, 3 Rapides, 2 L-5 Sentinel (2 Tiger Moths); AO—India; C-P.
- AIR TRANSPORT (CHARTER) (C. I.) LTD., 5 Colomboire, St. Heller, Jersey Channel Islands; W. Gratrix, mng. dir.; 4 DC-3s, 5 DH-8Ds; AO—Europe, Africa, Asia; C-P.
- AIR TRAVEL (N.Z.) LTD., Southside Airport, Horitika, New Zealand; AO—New Zealand, C-P.
- AIRCRAFTS PROPRIETARY LTD., Archerfield Airport, Brisbane, Australia; AO—Australia; C-P.
- AIRLINES (W.A.) LTD., 53 St. George's Terrace, Perth, Australia; C. W. Snook, mng. dir.; 4 Ansons, 3 Rapides, Monospans, Tiger Moth (Dove); AO—Australia; C-P.
- AIRONE, P. Crispi, 3, Milano, Italy; AO—Italy.
- AIRWAYS (INDIA) LTD., P37, Mission Row Extension, Calcutta, India; K. Roy, mng. dir.; 9 DC-3s, 2 Doves; AO—India; C-P.
- AIRWAYS (EAST AFRICA) LTD., Nairobi, Kenya, Africa; Lt. Col. B. A. Wilson, mng. dir.; 7 Bristol Freighters, Dom. in, Auster, Gemini, Foxmorth, Stinson Reliant, Morth Minor; AO—Africa; C-P.
- ALA DE GUATEMALA, Guatemala, Guatemala; Minor Kellhauer, mng.; AO—Latin America.
- ALITALIA—Via Leonida Bissolati 20, Rome, Italy; Conte Nicolo Carandini, pres.; 5 Lancastrians, 5 Sizil-Marchettini S.M. 95s, 5 Fiat G 12s; AO—Western Europe, Africa, S. Amer.; C-P.
- AMBASSY AIRLINES, LTD., Prospect Chamber, 315/321 Hornby Rd., Fort, Bombay, India; Dr. Durbari, gen. mstr.; 8 DS-3s, 4 UC-64s, 2 L-5s, 4 C-454s, 1 Dixie; AO—India; C-P.
- ANDES (See Aerovias Nacionales del Sur).
- ANSETT AIRWAYS PTY. LTD., Commonwealth Airport, Essendon, Victoria, Australia; Richard H. Herborn, gen. mng.; 4 DC-3s, 1 Lockheed 10; AO—Aus., Tasmania, Victoria, N. S. Wales, Queensland; C-P.
- AQUILA AIRWAYS, Hamble, England; 3 Hythes; AO—U. K. Madeira; C-P.
- ARAB AIRWAYS ASSN., Box 279, Amman, Transjordan; AO—Transj. Egypt, Lebanon; C-P.
- ASOCIACION INTERAMERICANA DE AVIACION, Av. Jiminez 11-40, Bogota, Colombia; AO—Colombia; C-P.
- ATLANTIS AIR LTD., Northolt, England; ? DC-4s, ? Yorks (DC-4s); AO—England, London, Canary Islands.
- ATLAS AVIATION LTD., Box 1033, Ottawa, Canada; AO—E. Ontario.

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- AUSTIN AIRWAYS LTD., 25 Melinda St., Toronto, Canada; **AO—Ontario.**
- AUSTRALIAN NATIONAL AIRWAYS PTY. LTD., 390 Flinders Street, Melbourne, C.I., Aus., Ivan N. Holyman, mng. dir.; 3 DC-4s, 28 DC-3s, 2 DH-8s, 3 Bristol Freighters (3 LC-4s); **AO—Australia; C-P.**
- AVENSA (See Aerovias Venezolanas, S. A.)
- AVIACION DEL LITORAL FLUVIAL ARGENTINO, S. M., Buenos Aires, Arg.; **AO—Arg., Para., Urug.**
- AVIANCA (See Aerovias Nacionales de Colombia)
- AVIATION ITALIANE, Linate Airport, Milano, Italy; **AO—Italy; U.P.**
- AVIRON PALESTINE AVIATION CO., LTD., 70 Acad-Haam, Tel Aviv, Pal.; **AO—Israel.**
- BAHAMAS AIRWAYS LIMITED, Matthew Avenue, Nassau, Bahamas; H. G. Christie, pres.; 2 Grumman, Seabee, Commodore, Cat. PBY-5A; **AO—Bahamas, Caribbean; C-P.**
- BARRIE AIRCRAFT & SUPPLIES, 17 Owen St., Barrie, Ont., Canada; **AO—S. Ontario.**
- BARRIER REEF AIRWAYS, Hamilton Flying Boat Base, Brisbane, Australia; **AO—Australia; C-P.**
- BERNARDO SAMUEL RAYMOND, 24 Colono St., Brantford, Ont., Can.; S. B. Bernardo, gen. mgr.; **AO—Canada; P.**
- BHARAT AIRWAYS, LTD., Hindustan Bldg., 4 Chittarahanj Ave., Calcutta, India; H. A. Rettig, mgr.; 10 DC-3s, DC-4, Bristol 170, Avro XIX, Sentinel (2 DC-4s); **AO—India, Pakistan; C-P.**
- BLUE WATER AIRWAYS, Owen Sound, Ont., Canada; **AO—Ontario.**
- BNA (See British Nederland Airlines, Ltd.)
- BOAC (See British Overseas Airways Corporation)
- BOLIVIAN AIR FORCE, La Paz, Bolivia; C-P.; (military planes performing public transport service)
- BRAZILIAN SOUTH AMERICAN AIR TRANSPORTS, LTD., 6 H. Heyerdalsgt. 1, Oslo, Norway; L. G. Braathen, mng. dir.; 1C-1, 1D-1; **AO—world-wide; C-P.**
- BRITISH CARIBBEAN AIRWAYS, LTD., 104 King St., Kingston, Jamaica; Capt. A. A. Barlow, gen. mgr.; DC-6s; **AO—Jamaica, Bahamas, Miami; C-P.**
- BRITISH COMMONWEALTH PACIFIC AIRLINES, 53 Martin Place, Sydney, Australia; 4DC-4s, DC-6; **AO—Australia; N. Z., Fiji, Canton, Hawaii, U. S., Canada; C-P.**
- BRITISH EUROPEAN AIRWAYS CORPORATION, Northolt Airport, Ruislip, Middlesex, Eng.; G. J. Erlanger, chm.; 33 Vikings, 20 Douglas, 15 DH-8s, DH-84, 6 Helitugs, (Ambassador, Marathons); **AO—UK, Europe; C-P.**
- BRITISH GUIANA AIRWAYS, LIMITED, 52 Main & Hope Streets, Georgetown, R. G. A. J. Williams, mng. dir.; 2 DC-3s, 3 Grumman, Seaplane; **AO—B., D., & G., Guiana, N. Brazil, West Indies; C-P.**
- BRITISH NEDERLAND AIRSERVICES, LTD., 37/38 Fenchurch St., London, E. C. 3, Eng.; P. B. Blantford, gen. mgr.; 2 Dakotas; **AO—Europe, Africa, Middle East, Far East; C-P.**
- BRITISH OVERSEAS AIRWAYS CORPORATION, Stratton House, Stratton St., Piccadilly, London, W.1, Eng.; Sir W. Miller Thomas, chm.; 13 Lancastrians, 21 Yorks, 5 Liberators, 6 Constellations, 10 Canadairs, 16 Solents (25 Hercules IV, 14 Comets, 12 Canadairs, 10 Strato-cruisers); **AO—world-wide; C-P.**
- BRITISH SOUTH AMERICAN AIRWAYS CORPORATION, 11 King Street, St. James', London, S. W. 1, Eng.; J. W. Booth, chm.; 6 Lancasters, 6 Lancastrians, 12 Yorks, 7 Tudors (17 Tudors); **AO—London, Carib., Miami, S. A.; C-P.**
- BRITISH WEST INDIAN AIRWAYS LIMITED, 12 Abercromby St., Port-of-Spain, Trin., B. W. I.; A. D. S. Murray; 2 Vikings, 3 Lodestar (3 Lodestar 3 Sealand); **AO—Carib.; C-P.**
- BULGARSKE VAZDUHNE SOHSTENIE, Sofia, Bulgaria; **AO—Bulgaria, Yugoslavia; C-P.**
- BURMA NATIONAL AIRWAYS LIMITED, Rangoon, Burma; D. S. Wallen, mng. avrovan; **AO—Burma; C-P.**
- BUTLER AIR TRANSPORT PTY. LTD., Kingsford Smith Airport, Mascot, N. S. W., Sydney, Aus.; C. A. Butler, mng. dir.; 4 DC-3s, DH-84, 5 Ansons; **AO—New South Wales, N. S. W., Queensland; C-P.**
- CANADIAN PACIFIC AIR LINES, Windsor Station, Montreal, Que., Can.; G. W. G. McConachie, pres.; 16 DC-3s, 4 Canadair IVs, 3 Lodestars, 3 Norsemens, 2 Canopus, Berkley-Grove; **AO—Canada, San Francisco, Honolulu, Fiji, Sydney, Alaska, Aleutians, Tokyo, Hong Kong; C-P.**
- CANARY ISLANDS AIRWAYS, London, Eng.; **AO—Eng., Canary Is.; C-P.**
- CARIBBEAN INTERNATIONAL AIRWAYS, LTD., 131 Harbour St., Kingston, Jamaica; Owen Roberts, mng. dir.; 2 PBYs; **AO—Caribbean; C-P.**
- CATHAY PACIFIC AIRWAYS, LTD., 1 Connaught Rd., Hong Kong, China; Crown Colony; S. H. deKantzow, gen. mgr.; DC-3s; **AO—Hong Kong, Manila, Bangkok, Singapore; Bangkok; C-P.**
- CENTRAL AFRICAN AIRWAYS CORP., Belvedere Airport, Salisbury, So. Rhodesia; Sir Ellis Robbins, chm.; 7 Doves, 5 Vikings; **AO—Africa; C-P.**
- CENTRAL AIR TRANSPORT CORP., 2 Ta-Ming Rd., Shanghai, China; C. L. Chen, pres.; 21 C-46s, 15 C-47s, 5 DC-3s (6 Convairs); **AO—China; C-P.**
- CENTRAL NORTHERN AIRWAYS LTD., P. O. Box 5, St. James, Man., Manitoba; G. H. Sellers, pres.; 2 Aircruisers, 6 Norsemens, 2 Vikings, 12s, 2s, Waco, 2 Ansons, Stinson; **AO—Manitoba; N. W. Ont.; C-P.**
- CESKOSLOVENSKIE AEROLINIE, 8, Revoluční 1, Praha 1, Czechoslovakia; DC-3s, JU-52s, Iluyshins, Dakotas, Siebel C-103s; **AO—Czech., Neth., Turkey, Greece, Belgium, Romania, Hungary, Egypt, Denmark, England, Israel, Norway, France, Italy, Bulgaria, Sweden, Poland, Switzerland; C-P.**
- CEYLON AIRWAYS, Lotus Rd., Fort, Colombo, Ceylon; **AO—Ceylon, India; C-P.**
- CHINA NATIONAL AVIATION CORP., Chunking, China; **AO—China, India; C-P.**
- CIVIL AIR FLEET ADMINISTRATION, Moscow, U.S.S.R.; **AO—U.S.S.R.; C-P.**
- CLAIRWAYS, LTD., Box 664, Nairobi, Kenya; **AO—E. Afr.; C-P.**
- COBETA, 6 Rue du Midi, Brussels; **AO—Belgium, France, U. K., Commercial Air Services (PTY) LTD., Service House, Anderson St., Johannesburg, U. of So. Afr.; AO—So. Afr.; C-P.**
- COMPAGNA TRANSPORTI AEREI (See Alrone)
- COMPAGNIE BELGE DE TRANSPORTS AERIENS—See Cobeta.
- COMPAGNIE GENERALE DE TRANSPORTS, Beirut, Lebanon; Basile Meguerdiche, dir. gen.; DC-3, JU-52 (3 DC-3s, 2 JU-52s); **AO—Near East, Africa, Europe; C-P.**
- COMPAGNIE NATIONALE AIR-FRANCE—See Air France
- COMPANIA DE TRANSPORTES AEREOS, Ave. da Liberdade, 72-A, Lisbon, Portugal; C. E. Bleck, mng. dir.; 2 DC-3s, 3 Rapides; **AO—Portugal; C-P.**
- COMPANIA MERIDIONAL DE TRANSPORTES, S. A., Rio de Janeiro, Brazil; **AO—Brazil; C-P.**
- COMPANIA AERONAUTICA URUGUAYA, S. A., Calle 25 de Mayo 415 Montevideo, Uruguay; **AO—Uruguay; C-P.**
- COMPANIA AUXILIAR DE NAVIGACION AEREA, S. A., Madrid, Spain; 4 Aerovans, 4 Gemini, 2 Argus 410s; **AO—Spain.**
- COMPANIA CUBANA DE AVIACION, Prado 252, Havana, Cuba; **AO—Cuba; C-P.**
- COMPANIA DE AVIACION FAUCETT, Hotel Bolivar, Lima, Peru; Eduardo Díaz Dammert, pres.; 7 Faucetts, 7 DC-3s, 2 DC-4s; **AO—Peru; C-P.**
- COMPANIA DE TRANSPORTE AEREO CENTRO-AM. DE COSTA RICA (Part of TACA Airways System) San Jose, Costa Rica; **AO—Costa Rica; C-P.**
- COMPANIA DOMINICANA DE AVIACION, C. POR. A., Ciudad Trujillo, Dom. Rep.; Harry Hammer, Gen. mgr.; 2 DC-3s, C-46, Cessna (C-46); **AO—Dom. Rep.; Turks Is., B.W.I.; San Juan, P. R.; C-P.**
- COMPANIA GUATEMALTECA DE AVIACION, 12 Calle Poniente No. 6, Guatemala City, Guat.; Gonzalo Yurrita, mng. 5 C-46s, 2 Fairchild 24s; **AO—Guatemala; C-P.**
- COMPANIA MERCANTIL DE LINEAS AEREAS ESPANOLAS, S. A., Plaza de Canovas 4, Palace Hotel Bldg., Madrid, Spain; J. R. Paz, pres.; 4 DC-4s, 11 DC-3s, 10 JU-52s, 3 Dragones, Consul.; **AO—Europe, N. & W. Africa, Canary Is., Brazil, Uruguay, Argentina, Biarritz Bay; C-P.**
- COMPANIA MEXICANA DE AVIACION, S. A., Bolívar No. 21, Mex. City, Mex.; E. R. Stillman, Gen. mgr.; 12 DC-3s, 2 C-39s, C-47; **AO—Mexico, Los Angeles, Hav.; C-P.**
- COMPANIA NACIONAL TACA DE NICARAGUA (Part of TACA Airways System), Managua, Nicaragua; **AO—Nicaragua; C-P.**
- COMPANIA PANAMENA DE AVIACION, David, Panama; 2 DC-3s (DC-3); **AO—Panama.**
- COMPANIA TRANSANDINA DE AVIACION, S. A., Bogota, Colombia; Carlos Pers, mng.; DC-3, 6 Lodestar; **AO—Colombia; C-P.**
- CONNELLAN AIRWAYS, Alice Springs, Cen. Aus.; E. J. Connellan, pres.; 2 DH-89As, 2 DH-90s, DH-82, D-17, DH-75, Short Scion; N. & W. Aus.; **C-P.**
- COOK STRAIT AIRWAYS, LTD., Haven Rd. & Walmea St., Nelson, New Zealand; **AO—New Zealand; C-P.**
- CORPORACION SUDAMERICANA DE SERVICIOS AEREOS, S. A., 25 De Mayo 259, Buenos Aires, Arg.; **AO—Argentina; C-P.**
- CORPS D'AVIATION DE LA GARDE D'HAIITI—See Garde d'Haiti.
- DALE, EARLE ROBERT, 1175 Queen St. E., Sault Ste. Marie, Ont., Canada; **AO—Ontario.**
- DALMIAN JAIN AIRWAYS, LTD., 40 Dalhousie Sq., E. Calcutta, India.
- DANISH AIR LINES (See Det Danske Luftfartselskab).
- DECCHAN AIRWAYS, Begumpet Airport, Begumpet, India; P. M. Reddy, gen. mgr.; 10 DC-3s, Leopard Moth (DC-4); **AO—India; C-P.**
- DET DANESKE LUFTFARTSELSKAB (Part of Scandinavian Airlines System), Copenhagen Airport, Kastrup, Cop., Denmark; P. Kampmann, pres.; 2 DC-6s, 2 DC-4s, 8 DC-3s, 4 Vikings, JU-52 (B-377); **AO—Europe, Africa, N. & S. America; C-P.**
- DET NORSKE LUFTFARTSELSKAB A-S. (Part of Scandinavian Airlines System), Oslo Airport, Oslo, Norway; H. Risør-Larsen, pres.; 2 DC-6s, 2 DC-4s, 9 DC-3s, 3 Mark VI seaplanes, 4 JU-52 seaplanes; **AO—Europe, Middle East, Africa, N. & S. Am.; C-P.**
- DIVISAO DE EXPLORACAO DOS TRANSPORTES AEREOS, Caixa Postal 276, Lourenço Marques, Mozambique; Pinho da Cunha, mng.; 3 DC-3s, 4 Doves, Lockheed 14, 3 JU-52s, 4 Rapides; **AO—Port. E. Afr., So. Afr.; C-P.**
- DIVISAO DE EXPLORACAO DOS TRANSPORTES AEREOS DE ANGOLA, Caixa Postal 79, Luanda, Angola; 3 DC-3s, 2 Reliant Beechcraft, Leopard Moth, 2 PT-26As, 7 Rapides; **AO—Angola, Belg., Fr. Congo; C-P.**
- DOHERTY AIR SERVICES, LTD., Gravenhurst, Muskoka, Ont., Canada; **AO—Ontario.**
- EAGLE AIRLINES, Teheran, Iran; **AO—Iran; C-P.**
- EAST AFRICAN AIRWAYS CORP., Delamere Ave., Nairobi, Kenya; Capt. M. Sorahle, gen. mgr.; Lodestar, Dove, Dominie; **AO—East Africa; C-P.**
- EAST-WEST AIRLINES, Tamworth, N. S. W. Australia; **AO—Australia; C-P.**
- EMPRESA DE TRANSPORTES AEROVIAS BRASIL, S. A., Ave. Aparicio Borges 123, Rio de Jan., Brazil; **C-P.**
- ETHIOPIAN AIR LINES, INC., Addis Ababa, Ethiopia; Lij Yilma Deressa, gen. mgr.; 6 DC-3s, 3 C-46s, 2 L-5s; **AO—Ethiopia, Fr. Somaliland, Aden, India, Egypt, Eritrea, Kenya, Sudan; C-P.**
- EXPRESO AEREO INTERAMERICANO, S. A., 204 Prado St., Havana, Cuba; Hugh McI. Fenwick; 2 DC-3s, 2 C-47s, 4 Lodestars; 2 C-46s; **AO—Cuba, Carib., Isle of Pines, Manila; C-P.**
- FAR EASTERN AIR TRANSPORT, INC., Manila, Philippines; **AO—Philippines; C-P.**
- FLOTA AEREA MERCANTE ARGENTINA, Buenos Aires, Arg.; **AO—Arg., Chile, Europe, U. S.; C-P.**

FOREIGN AIRLINES OF THE WORLD—Continued

- FLUGFELAG ISLANDS, H.F.—Reykjavik Airport, Reykjavik, Iceland; 3 DC-3s; 2 PBY-5As; DC-Y, Catalina, Grumman Goose, D-89, Norseman; **AO—Iceland, Britain, Scandinavia; C-P.**
- GIBRALTAR AIRWAYS, LTD., Cloister Bldg., Gibraltar; Sir George Gaggero, pres.; 4 Rapides; **AO—Gib., Tangier; C-P.**
- GANANOQUE AIR SERVICES, Municipal Airport, Gananoque, Ont., Canada; 2 Beechcraft, 1 Anson, PA-11, PA-12 (PA-16); **AO—Ont., Que., N. Y.; C-P.**
- GOLFO Y PACIFICO AEROTRANSPORTES, S. A., Mario Molina 45, Veracruz, Vera Cruz, Mex.; **AO—Mex.; C-P.**
- GRASHDANSKI VOSDUCHNY FLOT (See Civil Air Fleet Administration).
- GREAT NORTHERN SKYWAYS LTD., 849 Queen St. E., Sault Ste. Marie, Ont., Canada; **AO—Ontario.**
- GREEN AIRLINES TAE—See Technical & Aeronautical Explotations Co., Ltd.
- GUERNSEY AIRWAYS (See British European Airways).
- GUILLERMO L. TABOADA, Merida, Mex.; **AO—Mex.; C-P.**
- GUINEA AIRWAYS, Airways House, 132 N. Terrace, Deladole, Australia; G. H. Archibald, pres.; 3 DC-3s, Lockheed 14; **AO—S. Aus.; C-P.**
- HELLENIC AIRLINES, S. A., 6 St. George Karyotsi Sq., Athens, Greece; **AO—Greek; C-P.**
- HONG KONG AIRWAYS, LTD., York Bldg., Hong Kong; **AO—Hong Kong; China; C-P.**
- HUNTING AIR TRAVEL, LTD., 20 Pall Mall, London, Eng.; P. L. Hunting, pres.; 5 Vikings, Dove, Avro XIX, Proctor; **AO—World-wide charter; P.**
- IBERIA (See Compania Mercantil de Lineas Aeras Españolas, S. A.).
- INDIAN NATIONAL AIRWAYS, LTD., Scindia House, Connaught Circus, New Delhi, India; V. H. Dalma, mng. dir.; Austers, 2 Beechcraft, 11 DC-3s, 5 Vikings; **AO—India; C-P.**
- INDIAN OVERSEAS AIRLINES, LTD., Mayfair, Churchgate St., Bombay, India; **AO—India; C-P.**
- INDIAN OVERSEAS AIRLINES, LTD., Mayfair, Churchgate St., Fort India; J. M. Akhaney, chm.; 15 DC-3s, 14 UC-64s, 4 Proctor Vs, 3 Sentinel L-5s, Beechcraft (2 DC-Ys). **AO—Sched., India; non-sched., worldwide; C-P.**
- INDONESIAN AIRWAYS, Jogjakarta, Indonesia; DC-3; **AO—Indonesia; Singap.**
- INLAND AIR SERVICE PTY, LTD., 16 Ann St., Brisbane, Australia; **AO—Australia; C-P.**
- INTER PROVINCIAL AIR SERVICES, LTD., Box 306, Windsor, Ont., Canada; 2 Cuhs, 2 Reliants, Lodestar, Fleet 80, T-50; **AO—Canada, U. S.; C-P.**
- IRANIAN AIRWAYS CO., Ave. Shah Reza, Teheran, Iran; G. H. Ebtehaj, mng. dir., 7 DC-3s, 2 UC-61s; **AO—Middle East, Greece, Italy; France; C-P.**
- IRANIAN STATE AIRLINES, Teheran, Iran; **AO—Iran, Iraq; C-P.**
- IRAQI AIRWAYS, Baghdad, Iraq; Saban el Said, mgr.; 3 Vikings, 3 DC-3s; **AO—Iraq, Iran, Syria, Lebanon, Turkey, Egypt, Bahrain, Kuwait, Cyprus, Greece, Italy, France, U. K.; C-P.**
- IRISH AIR LINES (See Aer Lingus).
- ISRAEL AIR, Tel Aviv, Israel.
- JERSEY AIRWAYS, LTD., 22 Charing Cross, St. Heller, Jersey; **AO—U. K.; Channel Is.; C-P.**
- JUGOSLOVENSKI AEROTRANSPORT, Belgrade, Yugoslavia; **AO—Yugoslavia, Albania.**
- JUPITER AIRWAYS, Madras, Ind.; 7 DC-3s; **AO—India; C-P.**
- KLM (See Koninklijke Luchtvaart Maatschappij voor Nederland en Koloniën N. V.).
- KONINKLIJKE LUCHTVAART MAATSCHAPPIJ VOOR NEDERLAND EN KOLONIËN N. V., Haarlemmerdijk 90, Box 121, The Hague, Netherlands; Albert Pleunissen, pres.; 37 DC-3s, 17 Constellations, 4 DC-4s, 10 C-54s, 6 DC-6s, Con. Vultee 240, 2 Austers (11 Vulcans, 230s, 2 Lockheed 749s, DC-6); **AO—Europe, Carib., U. S., N. E., C.; C-P.**
- LAKEHEAD SKYWAYS, Perry's Wharf, Port Arthur, Ont., Canada; **AO—NW Ontario.**
- LAKELAND SKYWAYS, LTD., Trout Mills, North Bay, Ont., Canada; J. F. Reed, pres.; For Moth, J-3 Cub, T-50; **AO—N. Ontario; Quebec; C-P.**
- LANSA (See Lineas Aeras Nacionales, S. A.).
- LAURENTIAN AIR SERVICES LTD., Box 71, Ottawa, Ont., Canada; **AO—E. Ontario.**
- LAWRENCE ROLUF CHUKUNI AIRWAYS LTD., McKenzie Island, Ont., Canada; **AO—NW Ontario.**
- LEAVENS BROS. AIR SERVICES, LTD., Barker Airport, Toronto, Ontario, Canada; W. T. Leavens; 5 Cesna Cranes, 3 Rep. Seabees, Fox Moth, 13 Aerocars, 4 Piper J3s, Cesna 140, Pittsauer Autogyro, Luscombe Model 8A, Piper J5; **AO—Ont.; C-P.**
- LEAVENS (NORTHERN) LTD., Barker Airport, Toronto, Ontario; **AO—Ontario.**
- LIBERIAN INTERNATIONAL AIRWAYS, LTD., Robertsfield, Harbel, Liberia; **AO—Lib., Fr. W. Afr.; C-P.**
- LINEA AEREA AL NOR-ESTE, Corrientes 480, Buenos Aires, Arg.; **AO—Arg.; C-P.**
- LINEA AEREA AL SUD OESTE, Corrientes 480, Buenos Aires, Arg.; **AO—Arg.; C-P.**
- LINEA AEREA DE TRANSPORTE NACIONAL, Ministerio de Defensa Nacional, Asuncion, Paraguay; **AO—Paraguay; C-P.**
- LINEA AEREA NACIONAL, Agustinas 1185, Santiago de Chile; J. del Villar Araya, exec. vice pres.; 4 Martin 2-0-2s, 4 DC-3s, 4 Lodestars, 5 Electras, Beechcraft; **AO—Chile; C-P.**
- LINEA AEREA TACA DE VENEZUELA, (Part of TACA Airways System), Caracas, Venez.; A. M. Gomez, pres.; 2 DC-3s, 22 DC-3s; **AO—Venez., Bogota; C-P.**
- LINEA AEROPOSTAL VENEZOLANA, Bloque No. 1, El Silencio, Caracas, Venez.; Guillermo Pacanins, pres.; 4 Constellations, 22 DC-3as, 4 C-47s, 2 Martin 2-0-2s; **AO—Aruba, Port-of-Spain, Bon Vista, Havana, New York; C-P.**
- LINEAS AEREAS COSTARICENSES, San Jose, Costa Rica.
- LINEAS AEREAS DE NICARAGUA, S. A., Managua, Nicaragua; Luis Somoza D., pres.; 4 DC-3s, Boeing 247; **AO—Nicaragua; C-P.**
- LINEAS AEREAS DE PANAMA, S. A., National Airport, Tocumen, Panama; **AO—Panama; C-P.**
- LINEAS AEREAS DEL ESTADO, Corrientes 480, Buenos Aires, Arg.; 6 DC-3s (8 DC-3s); **AO—Arg., Para; C-P.**
- LINEAS AEREAS MEXICANAS, S. A., Paseo de la Reforma, Mex. City, Mex.; A. F. Bonnallie, pres.; 6 DC-3s, **AO—Mexico; C-P.**
- LINEAS AEREAS NACIONALES, S. A., Calle 34 Nos. 40-46, Barranquilla, Colombia; H. Padilla Saravia, gen. adm.; 15 DC-3s; **AO—Col.; C-P.**
- LINEAS AEREAS TACA DE COLOMBIA (Part of TACA Airways System), Edificio TACA, Bogota, Colombia; A. G. Picón, pres.; 7 DC-3s, 10 Lodestars (6 DC-3s, 3 DC-4s); **AO—Col., Costa Rica, N. W. So. Amer.; C-P.**
- LINEAS AEREAS ITALIENNE, Vinzel Tritone 132, Rome, Italy; P. Pucci, pres.; 16 DC-3s; **AO—Italy, Egypt; Greece, Israel, Spain, Tunisia, Turkey; C-P.**
- LLOYD AEREO BOLIVIANO, S. A., Calle San Martin (Edit. Hotel Bolívar) Casilla 132, Cochabamba, Bolivia; J. D. la Reza, mgr.; 7 DC-3s; **AO—Bolivia; C-P.**
- LOFTLEIDER, H. F. (The Icelandic Airlines), Keflavik 2, Reykjavik, Iceland; 2 DC-3s, DC-3, Anson, Norseman, PBY-5A, 3 Geese; **AO—Iceland, Denmark, Britain, U. S.; C-P.**
- LOMIA AIRWAYS LTD., 37 Hanna Ave., Toronto, Canada; **AO—Ontario.**
- LOT—See Polskie Linie Lotnicze.
- LUXEMBOURG AIRLINES, 6 Ave. Marie-Therese, Luxembourg; Fernand Loesch, pres.; DC-3s, DH-89As; **AO—Luxembourg; Brussel, Zurich, Frankf., Lyddn; C-P.**
- M. & G. AVIATION CO., LTD., Prince Albert, Saskatchewan, Canada; R. Maynes, pres.; 3 Norsemans, 3 Wacos; **AO—N. Saskatchewan, N. W. Territory; C-P.**
- MAC ROBERTSON-MILLER AVIATION CO. LTD., 194 St. George's Terrace, Perth, Australia; H. C. Miller, mng. dir.; 2 DC-3s, Lockheed 10A, 8 Ansons; **AO—Perth-Darwin; C-P.**
- MALAYAN AIRWAYS LTD., Ocean Bldg., Singapore, Malaya; K. N. Black, chm.; 7 DC-3s, Consul; **AO—Malaya, Br. N. Borneo, Indonesia, Siam, Fr. Indo-China; C-P.**
- MAGYAR-SZOVET LEGIFORGALMI TARASAG, 7 Dorrotya Utca, Budapest, Hungary; **AO—Hungary, Russia; C-P.**
- MARITIME CENTRAL AIRWAYS, LTD., Charlottetown, Prince Edward Is., Canada; J. K. Curran, pres.; 3 DC-3s, 4 Lockheed 10s, 2 Stinsons, Canso, Rapide, Anson, Cessna; **AO—Maritime Provinces, Canada, U. S.; C-P.**
- MASOVIET (See Magyar-Szovjet Legiforgalmi Tarasag).
- MATSELU LTD., J. A. Rainy Lake, Ont., Canada; **AO—NW Ontario.**
- MIDDLE EAST AIRLINES COMPANY, Parliament Sq., Beirut, Box 206, Lebanon; Saeb Bey Salaam, gen. mgr.; 6 C-47s; **AO—Middle East; C-P.**
- MISR AIRLINES, Almaza Airport, Heliopolis, Egypt; Dr. Hassane Sadek Pasha, chm.; 6 Beechcraft, 5 Vikings, DH-89 AO—Egypt, Palestine, Lebanon, Syria, Cyprus; C-P.
- MISTRI AIRWAYS LTD., Wavell House, Ballard Estate, Bombay, India.
- MUNRO AIR ACTIVITIES, Kitchener-Waterloo Airport, R.R. 1, Waterloo, Ont., Canada; **AO—S. Ontario.**
- MUSKOKA AIR TRAILS LTD., Huntsville, Ont., Canada; **AO—Ontario.**
- MYERS, EDWARD RUSSELL, 615 Central Ave., Fort Frances, Ont., Canada; **AO—Ontario.**
- NAVEGACAO AERA BRASILEIRA, S. A., Avenida Nilo Pecanha 31, Rio de Janeiro, Brazil; **AO—Brazil; C-P.**
- NEW ZEALAND NATIONAL AIRWAYS CORP., Acton Quay, Box 300, Wellington, N. I., New Zealand; M. Clarke, gen. mgr.; 13 DC-3s, 13 Lodestars, 6 Dominics, 4 Electras, 3 Fox Moths, 2 Sunderlands, Rapide; **AO—N. Z., Norfolk Is., Fiji, Tonga, Cook Is., Samoa; C-P.**
- NICKEL BELT AIRWAYS LTD., Box 384, Sudbury, Ont., Canada; Ben F. Merrin, pres.; 5 Fairchild Huskies, 4 Fleet Canucka, Norseman, Seabee, Station Wagon; **AO—Ontario, Manitoba, Quebec; C-P.**
- NORTHERN AIRWAYS LTD., Carcross, Yukon Territory, Canada; G.T. Simmons, dir.; Waco, 4 Fairchilds; **AO—Yukon Terr., N. Br. Columbia.**
- NORTHLAND AVIATION LTD., South Porcupine, Ont., Canada; **AO—N. Ontario.**
- NORTON-TOLAR AIR SERVICES, 7 Tyshler Bldg., Chatham, Ont., Canada; **AO—S. Ontario.**
- NORWEGIAN AIRLINES (See Det Norske Luftfartselskap A/S).
- ONDORIO CENTRAL AIRLINES LTD., Kenora, Ont., Canada; 2 Norseman, Leda, Fairchild 82; **AO—NW Ontario; C-P.**
- ORIENT AIRWAYS LTD., 4, Lyons Range, Calcutta, India; (Vultee 240s); **AO—India, Afghanistan, Burma; C-P.**
- OPRAVLENIE GRAJDANSKOVA VOSDOUCHNOVA FLOTA (See Civil Air Fleet Administration).
- PACIFIC OVERSEAS AIRLINES (SIAM), LTD., 39 Surawongse Rd., Bangkok, Siam, Phra Aram Ronachit, chm.; 2 DC-3s, DC-4; **AO—Shanghai, Hong Kong, Singapore, Indonesia, Manila; C-P.**
- PAK AIR, LTD., Karachi, Pakistan; Yusuf Haroon, chm.; 4 DC-4s, 8 DC-3s; **AO—Pakistan, India, Ceylon, Singapore, Egypt; Iraq; C-P.**
- PANAIR DO BRASIL, Edificio Panair, Aeroporto Santos-Dumont, Rio de Janeiro, Brazil; P. de D. Sampainio; 16 DC-3s, 5 Constellations, 3 C-47s, 4 PBYs; **AO—Brazil, Parag., Argentina, Portugal, Spain, France, England, Switzerland, Italy, Turkey; C-P.**
- PAYS PLAT OUTFITTERS, Rossport P. O., Ont., Canada; **AO—NW Ontario.**
- PERSONAL AIR SERVICES, Fort Erie, Ont., Canada; **AO—S. Ontario.**
- PHILIPPINE AIR LINES, INC., M. R. B. Bldg., Manila, Philippines; Col. A. Soriano, pres.; 4 DC-6s, 3 DC-4s, 35 DC-3s, (1 DC-6); **AO—Philippines, San Francisco, Tokyo, Okinawa, Calcutta, Karachi, Dharkan, Cairo, Amsterdam, London, Rome, Madrid; C-P.**

FOREIGN AIRLINES OF THE WORLD—Concluded

- POLSKIE LINIE LOTNICZE, Warsaw, Hosa 39, Poland; Czeslaw Mankiewicz, gen. mgr.; 29 Li-2s, 8 C-47s, 5 SO-16ls, 19 UC-78s; AO—Europe; C-P.
- PRIMERAS LINEAS URUGUAYAS DE NAVEGACION AREA, S. DE E. M., Montevideo, Uruguay; AO—Uruguay; Carrington St., Sydney, Aus.; W. H. Lyons, pres.; 5 Constellations, 3 Lancastrians, 4 DC-4s, 14 C-45s, 2 Liberators, 5 Catalinas, 2 D. H.-83s, 9 DH-84s, 2 Wackett Trainers; AO—Aus., New Guinea, Hong Kong, Japan, New Britain, New Ireland, Pacific Islands, United Kingdom; C-P.
- QUEBEC AIRWAYS, Dominion Sq. Bldg., Montreal, Canada; AO—Canada; C-P.
- REAL SA/ TRANSPORTES AEREOS, Rua Conselheiro Crispiniano, 379-30 Andar, Sao Paulo, Brazil; 15 Douglas C-47s; AO—South Brazil; C-P.
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		Zone 1 and 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone 9
Over 8 ounces to—	1 pound	\$0.55	\$0.60	\$0.65	\$0.70	\$0.75	\$0.75	\$0.80	\$0.80
	2 pounds	.59	.65	.79	.94	1.08	1.20	1.45	1.45
	3 pounds	.63	.76	.93	1.18	1.41	1.65	2.10	2.10
	4 pounds	.67	.84	1.07	1.42	1.74	2.10	2.75	2.75
	5 pounds	.71	.92	1.21	1.66	2.07	2.55	3.40	3.40
	6 pounds	.75	1.00	1.35	1.90	2.40	3.00	4.00	4.00
	7 pounds	.79	1.08	1.49	2.17	2.73	3.45	4.70	4.70
	8 pounds	.83	1.16	1.53	2.38	3.06	3.90	5.35	5.35
	9 pounds	.87	1.24	1.77	2.62	3.29	4.25	6.00	6.00
	10 pounds	.91	1.32	1.91	2.86	3.72	4.80	6.65	6.65
	11 pounds	.95	1.40	2.05	3.10	4.05	5.25	7.30	7.30
	12 pounds	.99	1.48	2.19	3.24	4.22	5.70	7.95	7.95
	13 pounds	1.03	1.56	2.32	3.58	4.71	6.15	8.60	8.60
	14 pounds	1.07	1.64	2.47	3.82	5.04	6.60	9.25	9.25
	15 pounds	1.11	1.72	2.61	4.06	5.37	7.05	9.90	9.90
	16 pounds	1.15	1.80	2.75	4.30	5.70	7.50	10.55	10.55
	17 pounds	1.19	1.88	2.89	4.54	6.03	7.95	11.20	11.20
	18 pounds	1.23	1.96	3.03	4.78	6.36	8.40	11.80	11.80
	19 pounds	1.27	2.04	3.17	5.09	6.89	8.85	12.50	12.50
	20 pounds	1.31	2.12	3.31	5.26	7.02	9.30	13.15	13.15
	21 pounds	1.35	2.20	3.45	5.50	7.35	9.75	13.80	13.80
	22 pounds	1.39	2.28	3.59	5.74	7.68	10.20	14.45	14.45
	23 pounds	1.43	2.36	3.73	5.98	8.01	10.65	15.10	15.10
	24 pounds	1.47	2.44	3.87	6.22	8.34	11.10	17.55	17.55
	25 pounds	1.51	2.52	4.01	6.46	8.67	11.55	16.40	16.40
	26 pounds	1.55	2.60	4.15	6.70	9.00	12.00	17.05	17.05
	27 pounds	1.59	2.65	4.29	6.94	9.33	12.45	17.70	17.70
	28 pounds	1.63	2.76	4.47	7.18	9.66	12.90	18.85	18.85
	29 pounds	1.67	2.84	4.57	7.38	9.89	13.30	19.85	19.85
	30 pounds	1.71	2.92	4.71	7.66	10.22	13.80	20.35	20.35
	31 pounds	1.75	3.00	4.85	7.90	10.65	14.25	20.30	20.30
	32 pounds	1.79	3.08	4.99	8.14	10.98	14.70	20.35	20.35
	33 pounds	1.83	3.16	5.13	8.33	11.31	15.15	21.60	21.60
	34 pounds	1.87	3.24	5.27	8.62	11.64	15.60	22.25	22.25
	35 pounds	1.91	3.32	5.41	8.86	11.97	16.05	22.90	22.90
	36 pounds	1.95	3.40	5.55	9.10	12.30	16.50	23.55	23.55
	37 pounds	1.99	3.48	5.69	9.34	12.63	18.95	24.20	24.20
	38 pounds	2.03	3.56	5.83	9.58	12.96	17.40	24.85	24.85
	39 pounds	2.07	3.64	5.97	9.82	13.29	17.85	25.50	25.50
	40 pounds	2.11	3.72	6.11	10.07	13.62	18.20	26.15	26.15
	41 pounds	2.15	3.80	6.25	10.30	13.95	18.75	26.80	26.80
	42 pounds	2.19	3.88	6.39	10.54	14.23	19.20	27.45	27.45
	43 pounds	2.23	3.96	6.53	10.78	14.61	19.65	28.10	28.10
	44 pounds	2.27	4.04	6.67	11.02	14.94	20.10	28.75	28.75
	45 pounds	2.31	4.12	6.81	11.26	15.27	20.55	29.40	29.40
	46 pounds	2.35	4.30	6.95	11.50	15.60	21.00	30.05	30.05
	47 pounds	2.39	4.38	7.09	11.74	15.93	21.45	30.70	30.70
	48 pounds	2.43	4.56	7.23	11.98	16.26	21.90	31.35	31.35
	49 pounds	2.47	4.64	7.37	12.22	16.59	22.35	32.00	32.00
	50 pounds	2.51	4.82	7.51	12.46	16.92	22.80	32.95	32.95
	51 pounds	2.55	4.89	7.65	12.70	17.25	23.25	33.80	33.80
	52 pounds	2.59	5.07	7.79	12.94	17.58	23.60	33.95	33.95
	53 pounds	2.63	5.16	7.93	13.14	17.91	24.15	34.60	34.60
	54 pounds	2.67	5.24	8.07	13.42	18.24	24.60	35.25	35.25
	55 pounds	2.71	4.93	8.21	13.66	18.57	25.05	35.90	35.90
	56 pounds	2.75	5.00	8.35	13.90	18.90	25.50	36.65	36.65
	57 pounds	2.79	5.08	8.49	14.14	19.23	25.95	37.20	37.20
	58 pounds	2.83	5.16	8.63	14.42	19.58	26.85	38.50	38.50
	59 pounds	2.87	5.24	8.77	14.62	18.89	26.85	38.50	38.50
	60 pounds	2.91	5.32	8.91	14.86	20.22	27.30	39.15	39.15
	61 pounds	2.95	5.40	9.05	15.10	20.55	27.75	39.80	39.80
	62 pounds	2.99	5.48	9.19	15.34	20.85	28.20	40.45	40.45
	63 pounds	3.03	5.56	9.33	15.58	21.21	28.55	41.00	41.00
	64 pounds	3.07	5.64	9.47	15.82	21.54	29.10	41.75	41.75
	65 pounds	3.11	5.72	9.61	16.06	21.87	29.55	42.40	42.40
	66 pounds	3.15	5.80	9.75	16.30	22.20	30.00	42.05	42.05
	67 pounds	3.19	5.88	9.89	16.64	22.53	30.45	43.70	43.70
	68 pounds	3.23	5.96	10.03	16.78	22.86	30.90	44.35	44.35
	69 pounds	3.27	6.04	10.17	17.02	23.19	31.35	45.00	45.00
	70 pounds	3.31	6.12	10.31	17.26	23.52	31.80	45.65	45.65

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El Paso, Tex.—3-0844.

Houston, Tex.—OL-4361.

Las Cruces, N. M.—0902.

Las Vegas, N. M.—1060.

Lubbock, Tex.—4646.

Midland, Tex.—2544.

Mineral Wells, Tex.—1174.

Odessa, Tex.—4081.

Plainview, Tex.—1639.

Roswell, N. M.—2320.

San Angelo, Tex.—7196.

Santa Fe, N. M.—3036.

Sweetwater, Tex.—3567.

Temple, Tex.—2528.

Tucumcari, N. M.—1200.

Waco, Tex.—2-1431.

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Ithaca, N. Y.—121 E. Seneca St.; 3358; William B. Corcoran, DM.

New York, N. Y.—367 Lexington Ave.; Murray Hill 5-2347; Elizabeth D. Evans, DM.

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Athens, Greece—4 Churchill St.; 20-052; 20-416.

Brussels, Belgium—145 Rue Royale; 18-10-00.

Cairo, Egypt—47 Makilia Farida St.; 43-525.

Chicago, Ill.—208 S. La Salle St.; Franklin 2-3870; Ernest P. Prossnitz.

Copenhagen, Denmark—53 Østergade; 3-2014.

Elizabethville, Belg. Congo—Ave. du Kasai; 139.

Frankfurt, Germany—2 Mainzerlandstrasse; 79-012.

Hamburg, Germany—Hapag Bldg.; Ballindamm 25; 31-3141.

Johannesburg, Un. of S. Afr.—100 Fox St.; 33-3541.

Leopoldville, Belg. Congo—NDole Airport; 64.

Lisbon, Port.—27 Praça Luiz de Camões; 24,004.

London, Eng.—205 Regent St.; Mayfair 2-92.

Milan, Italy—7 Via Cappuccio; 83-114.

Naples, Italy—5 Via Depretis; 24-168.

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Paris, France—37 Rue Caumartin; Opera 28-46.

Prague, Czech.—4 Myslivkova; 429-20.

San Francisco, Calif.—323 Geary St.; Yukon 2-6222; Andrew Myser.

Stockholm, Sweden—Bromma Flygplats; 28-28-80, Ext. 168.

Zurich, Switz.—5 Bahnhofstrasse; 27-34-44.

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**Phone:** Kastrup 1212.

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  - Amsterdam, Neth.—c/o KLM, Leidseplein 1-3; 38883.
  - Athens, Greece—4 Churchill St.; 20-053.
  - Barcelona, Spain—c/o Iberia, Paseo de Gracia 45; 20660.
  - Bergen, Nor.—Det Bergenske Dampskibsselskab; Smastrandgate 1; 10029.
  - Bremen, Ger.—Bremen Airport; 54071 to 54075.
  - Brussels, Belg.—c/o Sabena, 145 Rue Royale; 181220.
  - Budapest, Hung.—Ibusz Touring, Traveling, Transport & Purchase Co., Akademia 19; 122-269, 124-346.
  - Buenos Aires, Arg.—Avenida Pte. R. S. Peña 728; 349693.
  - Cairo, Egypt—49 Sh. Ibrahim Pasha; 78516.
  - Chicago, Ill.—37 S. Wabash Ave.; Randolph 6-6984.
  - Copenhagen, Den.—Dagmarhus, Raadhuspladsen; Central 8800.
  - Dakar, Seneg.—c/o Air France, Rue Parent; 2503, 2809.
  - Damascus, Syria—Karnak National Tourist & Transport Co., S. A. E. 22 Fouad 1st.
  - Dusseldorf, Ger.—Rheinbahnhaus, Wilhelmpforte 3-8; 50281.
  - Frankfurt, Ger.—Friedrich Ebertstrasse 1; 50281.
  - Gander, N. F.—Gander Airport; 325, 399.
  - Geneva, Switz.—c/o Swissair, 16 Place Cornavin; 20400.
  - Glasgow, Scot.—Prestwick Airport, Ayrshire; Glasgow Prestwick 7272.
  - Gothenburg, Swed.—Flycentralen, Drottningtorget 2; 174900.
  - Hamburg, Ger.—c/o BEA, Air Terminal, Hapag Bldg., 25 Ballindamm; 313141 to 313143.
  - Helsinki, Fin.—c/o Aero, N. Esplanadienka 2; 61391.
  - Honolulu, T.H.—Hawaii United Air Lines 173 S. Queen St.; 8-6491.
  - Hornosund, Swed.—Sandvall-Hornosund Airport; Sandvall 78425.
  - Istanbul, Turk.—Iskandinvavia, Hava Yolları, Yani Kredi Han snci Kat, İstiklal Caddesi 306, Beyoglu; 40-329.
  - Khartoum, Ang.-Eg. Sudan—c/o BOAC, 32-41 Wingate Ave.; 2700.
  - Kielhuisland, Nor.—Skjelbrede Rederi A/S, Henrik Wergelandsgat 1; 1570.
  - Lisbon, Port.—c/o Aero Portuguesa, Avda. da Liberdade 120; 31128, 31129, 32426.
  - London, Eng.—185 Regent St., W1; Regent 6777.
  - Los Angeles, Calif.—108 W. 6th St.; Tucker 3739.
  - Lulea, Swed.—Tullgatan 16; 4080, 4780.
  - Lyon, Fr.—c/o Air France, Hall de la Chambre de Commerce, 21 Rue de la Republique, Francilien; 57-01/05.
  - Madrid, Spain—c/o Iberia, Plaza de Canovas del Castillo 4; 218230.
  - Malmö, Swed.—Bulftotta Airport; 19960.
  - Manila, P. I.—c/o NWA, Manila Hotel; 27428.
  - Marcellin, Fr.—c/o Air France, 62 La Canobiliere; Colbert 3917 to 3919.
  - Milan, Italy—c/o Aviolinnea, Via Case Rotte 5; 17856.
  - Minneapolis-St. Paul—1110 Rand Tower, Lincoln 4735.
  - Montevideo, Urug.—Julio Herrera y Obes 1373; 8-57-05.
  - Moscow, U.S.S.R.—Intourist, Ulitsa Gorkogo 1; K-56152, K-09515, K-19688.
  - Munich, Ger.—Lehnbachplatz 1; 20739.
  - Nairobi, Kenya—c/o EAA, Shell House, Delamere Ave.; 2592.
  - New York, N. Y.—47 E. 46th St.; Circle 6-4000.
  - Nice, Fr.—c/o Air France, 7 Ave. de Suede; 879-51/54.
  - Norrköping, Swed.—Norrköping-Kungsängen Airport; 24680.
  - Oslo, Nor.—Tordenskjoldsgate; 429874.
  - Paris, Fr.—c/o Air France, 119 Champs Elysees; Balzac 5029, Elysee 2600.
  - Philadelphia, Pa.—c/o UAL, 1620 Walnut St.; Kingsley 6-1700.
  - Prague, Czech.—CSA, Namesti Republiky; 65741.
  - Recife, Braz.—Av. Guararapes 50; 90-32, 97-73.
  - Reykjavik, Ice.—Flugfelag Islands, Laekjargotu 4; 6440.
  - Rio de Janeiro, Braz.—Avda. Rio Branco 2277; 22870.
  - Rome, Italy—Via Leonida Bissolati 40; 470413.
  - Rotterdam, Neth.—c/o KLM, Cool singel 115; 29290.
  - Roenne, Den.—Jernbaneskiosken; 1111.
  - Sao Paulo, Braz.—Edificio Conde Mataramo, Rua Dr. Falcon Filho 56, 10. Sala 1075; 6-4965.
  - Seattle, Wash.—824 White Bldg.; Seneca 6258.
  - Shanghai, China—c/o NWA, Metropole Hotel; 15115.
  - Sydney, Australia—American Travel Hdtrs., City Mutual Bldg.; 60 Hunter St.
  - Stavanger, Nor.—Det Stavangerske Dampskibsselskap; 20020.
  - Stockholm, Swed.—Flycity, Norrmalmstorg 1; 233720.
  - Stuttgart, Ger.—Konigstrasse 1; 93269.
  - Tehran, Iran—Levantour Corp., Maldan Ferdowsy; 5517.
  - Tokyo, Jap.—c/o NWA, 138 Marunouchi Bldg.; 23-0270.
  - Trondheim, Nor.—Det Nordenfeldtske Dampskibsselskap; 20500.
  - Turko-Abo, Fin.—c/o Aero, Salutorget; 14519, 14949, 17428.
  - Vienna, Aus.—Kartnerring 3; R-25-6-79.
  - Visby, Swed.—Travel Bureau, Strandgat 28; 2398/99.
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  - Zurich, Switz.—c/o Swissair, Hauptbahnhof; 273411.
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  - Frankfurt, Ger.—52 Taunusstrasse; 33792.
  - Genoa, Switz.—John M. Obersteg, 16 Rue de Mont Blanc; 20485 (day), 2100 (night).
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  - Denver, Col.—Stanley Field; Dexter 5477; R. L. Mauldin, SMN.
  - Detroit, Mich.—Detroit-Wayne Major Airport; Logan 2-0130; H. F. Smith, SMN.
  - Fort Worth, Tex.—See Dallas.
  - Hartford, Conn.—Brainard Field; 2-4125; E. R. C. Milliken, SM.
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Brent, Lebanon—Abjujaude Travel Bureau, B. P. 650 Rue du Parlement; 54-56, 62-80.

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Cairo, Egypt—Capri, 165 Rue Mohamed Bey Farid; 460-40.

Costermansville, Belg.—Congo—Agence Maritime Internationale.

Djibouti, Fr. Somaliland—Cie. de l'Afrique Orientale.

Elizabethville, Belg.—Congo—Agence Maritime Internationale, P. O. Box 1047.

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Imperial, Belg.—Congo—Hotel Victoria; Mr. Coltrin.

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Kindu, Belg.—Congo—Transkat.

Kongolo, Belg.—Congo—C. F. L.

Leopoldville, Belg.—Congo—Agence Maritime Internationale.

London, Eng.—32 Clarges St.; Regent 5540.

Manono, Belg.—Congo—Mrs. Vroome.

Nicosia, Cyprus—Louis Tourist Agency, 155 Ledra St.; 745.

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Port Sudan, Ang.-Eg. Sudan—Gellatly Hankey & Co.

Rhodes, Greece—Frarakis & Giorgiadis, Place du Musée; 492.

Rome, Italy—Cie. Italienne de Tou-risme, Piazza Colonna 193; 633-251 to 633-254.

Stanleyville, Belg.—Congo—Agence Maritime Internationale.

Tunis, Tunisia—Worms & Co., 25 Ave. Steph. Pichon.

Usumbura, Belg.—Congo—Joseph Sterckx.

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Chicago, Ill.—75 East Monroe St.; Randolph 6-4004; H. J. Cooper, DTSM.

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Halifax, N. S.—Bank of Nova Scotia Bldg.; 3-7243; A. J. Sutherland, DTSM.

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- New York, N. Y.**—16 East 58th St.; Plaza 9-6800; P. B. Mellon, DTSM.
- Ottawa, Canada**—Chateau Laurier; 511; J. D. Roberts, DTSM.
- Port Arthur, Canada**—Prince Arthur Hotel; 5-7373; H. R. Smith, DTSM.
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- Saint John, N. B.**—Canadian National Railway Stn.; 3-1231; H. M. McElligott, DTSM.
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- Baumont, Tex.**—Jefferson County Airport; 52932.
- Beeville, Tex.**—Chase Field; 1496.
- Brownsville, Tex.**—Rio Grande International Airport; 27311.
- Brownwood, Tex.**—Municipal Airport; 6882.
- Coleman, Tex.**—Municipal Airport; 7826.
- Dallas, Tex.**—Love Field; Dixon 4-8429.
- Del Rio, Tex.**—Val Verde County Airport; Del Rio 1431.
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- Edinburg, Tex.**—Moore Field; Mission 250.
- El Paso, Tex.**—Municipal Airport; 3-1232.
- Fort Stockton, Tex.**—Gibbs Field; 157.
- Fort Worth, Tex.**—Meachum Field; 6-2157.
- Galveston, Tex.**—Municipal Airport; 5062.
- Harrington, Tex.**—All Valley Airport; 2467.
- Houston, Tex.**—Municipal Airport; Milby 6611.
- Lufkin, Tex.**—Anselina County Airport; 9072.
- Laredo, Tex.**—Municipal Airport; 641.
- Marfa, Tex.**—Marfa Army Air Field; 235.
- Mission, Tex.**—Moore Field; 230.
- McAllen, Tex.**—Moore Field; Mission 230.
- Pinehurst, Tex.**—Municipal Airport; 412.
- Port Arthur, Tex.**—Jefferson County Airport; 22341.
- San Angelo, Tex.**—Mathis Field; 8193.
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- Uvalde, Tex.**—Garner Field; 444.
- Victoria, Tex.**—Victoria County Airport; 2380.
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- Amarillo, Tex.**—Herring Hotel Lobby; 2-5526; Glenn L. Hall, DSM.
- Athens, Greece**—Constitution Square; 20-662; J. M. Davenport, DSM.
- Baltimore, Md.**—Fayette & Calvert Sts.; Plaza 7722; W. E. Berry, CSM.
- Basra, Iraq**—Shat Al Arab Hotel; 60330; A. J. Krueger, DSM.
- Beverly Hills, Calif.**—Los Angeles Airport; ORchard 7-7111; O'Regan 8-2181; E. L. Morley, R.
- Bombay, India**—"Adelphi," 3 Queens Road; 33041-42; N. C. Thompson, DSM.
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- Boulder City, Nev.**—Boulder City Airport; 20; W. E. Baker, SNM.
- Buffalo, N. Y.**—Buffalo Municipal Airport; Cleveland 5200; c/o Capital Airlines.
- Burbank, Calif.**—Lockheed Air Terminal, Charleston 6-3125; Stanley 7-1533; Paul W. Furst, SNM.
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- Chicago, Ill.**—37 South Wabash; Dearborn 2-7600; J. N. Martin, DSM.
- Cincinnati, Ohio**—304 Traction Bldg.; Parkway 1980; Frank McGough, DM.
- Cleveland, Ohio**—540 Union Commerce Bldg.; Superior 2700; Charles R. Mathews, Jr., DSM.
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- Detroit, Mich.**—234 State St.; Woodward 2-6107; W. L. Armstrong, DSM.
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- Dublin, Eire**—44 Upper O'Connell St.; Dublin 75651/2/3; Liam Boyd, DSM.
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- Evansville, Ill.**—37 South Wabash; Dearborn 2-7600; J. N. Martin, DSM.
- Ft. Wayne, Ind.**—Baer Field; HARrison 2204; E. E. Kelsey, SNM.
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- Hammond, Mo.**—Quincy Municipal Airport; Enterprise 3386; L. J. Woodward, R.
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- Houston, Tex.**—202 Esperson Bldg.; Charter 6504; C. D. Whitmire, Jr., DSM.
- Huntington Park, Calif.**—Los Angeles Airport, Los Angeles, Michigan 8141; B. P. Bartow, R.
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- Jerusalem, Israel**—3, Princess Mary Avenue; 4805; Rachel Marash, R.
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- Kansas City, Mo.**—101 West 11th St.; HARRISON 4664; John W. Bailey, DSM.
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- Las Vegas, Nev.**—McCarran Field, Box 1270; Las Vegas 1100; C. E. Duffy, SNM.
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- Madrid, Spain**—Av. Jose Antonio 68; 21-04-84, 31-83-04; F. E. Howell, DSM.
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- St. Paul, Minn.**—133 Northwestern Bank Bldg., Minneapolis 2; GEneva 8634; Claude E. League, DSM.
- San Diego, Calif.**—1125 Fourth Ave.; FRanklin 0131; J. C. Frazer, DSM.
- San Francisco, Calif.**—240 Stockton St.; EXchange 2-2711; Pierre G. Desautels, DSM.
- Schenectady, N. Y.**—Albany Municipal Airport, Watervillet, N. Y.; Albany 2-3307; Glenn Wise, CSM.
- Scranton, Pa.**—Scranton-Wilkes-Barre Airport, Avoca, Pa.; Moosic 1630; James M. Wulpi, DSM.
- South Bend, Ind.**—Bendix Field; 2-1414; H. W. Oesch, SNM.

ALINE CARGO DIRECTORY—Concluded

**Springfield, O.**—Springfield Municipal Airport; 3-9901; C. F. Reedy, SNM.

**Tel-Aviv, Israel.**—Achuzat Bait St.; 5788; B. Smith, TM.

**Terre Haute, Ind.**—Hulman Field; Crawford 1317; W. R. Clarke, SNM.

**Toledo, O.**—136 Huron St.; Garfield 8343; Lee Day, DSM.

**Topeka, Kan.**—Topeka Municipal Airport; 3-4148; M. J. Chandler, SNM.

**Troy, N. Y.**—Albany Municipal Airport, Watervliet, N. Y.; ALBany 2-3307; Glenn Wise, CSM.

**Tunis, Tunisia.** El Aouina Airport; 7-4747; Robert Everett, SNM.

**Washington, D. C.**—1026 17th St., N. W., REPUBLIC 5414; John P. Brock, DSM.

**Wheeling, W. Va.**—Ohio County Airport; 6072; John Leeper, SNM.

**Wichita, Kan.**—204 South Broadway; 5-9613; H. A. Stanch, DSM.

**Wilkes-Barre, Pa.**—Scranton-Wilkes-Barre Airport, Avoca, Pa.; Moose 1680; James M. Wulpi, DSM.

**Williamsport, Pa.**—Williamsport Municipal Airport, Montoursville, Pa.; 6863; James B. Fennell, SNM.

**Wilmington, Del.**—Broad & Sansom Sts., Philadelphia 10; PA; Rittenhouse 6-5330; M. D. Nason, Jr., DSM.

**Winslow, Ariz.**—Winslow Airport; 656; E. C. Twing, SNM.

**Worcester, Mass.**—Municipal Airport; Enterprise 6019; Dave LeBlanc, R.

**Zanesville, Ohio.**—Zanesville Airport; 4F1; Donald C. Logan, SNM.

**Zurich, Switzerland.**—66 Talstrasse; 27-34-15; R. P. Spater, CTM.

**U. S. AIRLINES**

**Address:** Atlanta Municipal Airport, Atlanta, Ga.

**Phone:** Calhoun 8843.

**Executive Vice Presidents:** Ralph W. Starkey.

**Chief of Operations:** Ray Klotz.

**Cargo Officers:** Joseph Thomas, RTM.

Miami, Fla.—82 N. E. 26th St.; 37401;

New York, N. Y.—153 W. 33rd St.;

Lackawanna 4-1225; James R. Cason, Jr., RTM.

**UNITED AIR LINES**

**Address:** 5959 S. Cicero Avenue, Chicago 38, Ill.

**Phone:** Portsmouth 7-3300, Exts. 515,

516, 631.

**Cable Address:** UALAIR.

**Main Office & Cargo Sales:** M. P. Bickley.

**Staff Sup't of Air Express:** E. L. Bare, R. L. Mangold.

**Cargo Offices:**

**Akron, Ohio.**—261 So. Main St., Mayflower Hotel; Hemlock 2111; DTSM.

**Baltimore, Md.**—Lobby, Lord Baltimore Hotel; Riverside 2551; DTSM.

**Boise, Idaho.**—Hotel Boise; 7700; DTSM.

**Boston 16, Mass.**—46 Providence St., Statler Hotel (Lobby); Hancock 6-9500; DTSM.

**Chicago 3, Ill.**—Monroe & Wabash; Franklin 2-4900; A. W. Flinn, DCSR.

**Cleveland, Ohio.**—1276 Euclid Ave.; Main 2170; N. M. Nelson, DCSR.

**Denver, Colo.**—Brown Palace Hotel; Dexter 1501; DTSM.

**Des Moines, Iowa.**—411 A Sixth Ave.; 2-0451; DTSM.

**Detroit, Mich.**—1243 Washington Blvd.; Woodward 2-5330; B. C. Koenitzer, DCSR.

**Fort Wayne, Ind.**—Van Orman Hotel; H-2183; DTSM.

**Fresno, Calif.**—Californian Hotel; 5-0461; DTSM.

**Hartford, Conn.**—Lobby, Bond Hotel; 2-1187.

**Holywood, Calif.**—1634 N. Vine St.; Madison 6-6311; DTSM.

**Honolulu, T. H.**—173 S. Queen St.; Dillingham Bldg.; 8-6491; I-TSM.

**London, England.**—17-19 Cockspur St.; Whitehall 1163.

**Long Beach, Calif.**—Wilton Hotel; 48501; DTSM.

**Los Angeles, Calif.**—Sixth & Olive Sts.; Madison 6-6311; W. B. Frank, DCSR.

**Milwaukee, Wis.**—605 N. Plankinton Ave.; Humboldt 3-4000; DTSM.

**Moline, Ill.**—Le Claire Hotel; 393; DTSM.

**Newark, N. J.**—13 Commerce St.; Market 2-1122 & 3-6207; E. T. Carkin, DCSR.

**New York, N. Y.**—80 E. 42nd St.; MUrray Hill 2-7300; G. W. Evers, DCSR.

**Oakland, Calif.**—1940 Broadway; Twinoaks 3-7000; A. A. Cameron, DCSR.

**Omaha, Neb.**—1706 Douglas St.; Webster 6700; DTSM.

**Philadelphia, Pa.**—1620 Walnut St.; Kingsley 6-1700; E. R. Carnahan, DCSR.

**Portland, Ore.**—625 S. W. Morrison St.; Webster 7741; DTSM.

**Providence, R. I.**—Lobby, Sheraton-Biltmore Hotel; Union 6800; DTSM.

**Reno, Nevada.**—Hotel Riverside Bldg.; 2-3437; DTSM.

**Sacramento 9, Calif.**—Hotel Senator; 6-4755; DTSM.

**Salt Lake City, Utah.**—Hotel Utah; 3-6116; DTSM.

**San Diego, Calif.**—U. S. Grant Hotel; Windcrest 3121; DTSM.

**San Francisco, Calif.**—100 Post St.; Yukon 6-0818; J. W. Denny, DCSR.

**Seattle, Wash.**—1225 4th Ave.; Elliott 3700; W. J. Hartland, DCSR.

**Spokane, Wash.**—734 Sprague Ave.; Riverside 6066; DTSM.

**Springfield, Mass.**—Hotel Kimball; 7-3567; DTSM.

**Tacoma, Wash.**—Winthrop Hotel; Main 3181, Ent. 9990; DTSM.

**Toledo, Ohio.**—507 Jefferson Ave.; Garland 3041; DTSM.

**Vancouver, B. C.**—Hotel Georgia Bldg.; Marine 5353; DTSM.

**Washington, D. C.**—Statler Hotel; Republic 5656; DTSM.

**Youngstown, Ohio.**—Pick-Ohio Hotel; Girard 5-5461; DTSM.

**WESTERN AIR LINES**

**Address:** 6660 Avion Drive, Los Angeles 45, Calif.

**Phone:** Oregon 8-2531, Exts. 235, 335.

**Cargo Traffic Manager:** Arthur C. Smith.

**Director of Cargo & Ramp Services:** T. L. Runner.

**UNITED STATES IRREGULAR AIR CARRIERS**—Continued from page 53

**WICHITA FALLS AIR TRANSPORT CO.**, Box 809, Wichita Falls, Tex.

**WIK'S AIR SERVICE, INC.**, 241 N. Shaver St., Portland 12, Ore.

**WILLYS FLYING SERVICE**, Fayetteville, Tenn.; Clyde W. Wilks, pres.; PA-12, Voyager; AO-U. S.; C-P.

**WILLAMETTE AIRPARK BEVS FLYING SERVICE**, Box 843, Eugene, Ore.

**WILLIAMS FLYING SERVICE**, GUS, Box 41, Brookfield, Mass.; William Willett, prop.; Cessa 140, Navion, J-3; AO-U. S., Canada; C-P-S-I.

**WILLIAMS AIRCRAFT**, 427 Patton, San Antonio 7, Tex., O. K. Williams, Prop.

**WILLIAMS FLYING SCHOOL, INC.**, 1955, Phoenix, Ariz.

**WILLIAMS FLYING SERVICE**, Box 430, Little Rock, Ark.

**WILLIAMSON AIR SERVICE**, Stapleton Airfield, Denver, Colo.

**WILLIS AIR SERVICE, INC.**, Teterboro Air Terminal, Teterboro, N. J.; Charles Willis, Jr., pres.; C-54, DC-3s; AO—Boston, Chicago, Cleveland, Des Moines, Indianapolis, Jacksonville, Los Angeles, Miami, Milwaukee, Newark, New Bedford, N. Y., Phila., Providence, San Francisco, Sarasota, Wash. D. C., Tampa; C. T. Willis, pres.; Harvey T. Willis, pres.; Voyager, Bonanza, Cub Cruiser (Station Wagon); AO-local; C-P.

**WILSON CHARTER SERVICE**, 438 N. Grandview Ave., Dayton, Dayton 1, Fla.

**WILSON FIELD, INC.**, Rte. 3, Box 146A, Wichita, Kan.

**WILSON FLYING SERVICE, INC.**, Box 1529, Pocatello, Id.; E. M. Wilson, pres.; 2 Cessa 170s, 4 Aeronca 7ACs, Luscombe 8E, Cessa 120, BT-13; AO—Idaho; C-P.

**WILSON FLYING SERVICE**, 813 N. Mulberry St., Dexter, Mo.

**WIN AIR SERVICE CO., INC.**, Hancock Field, Syracuse 8, N. Y.

**WINDHAM AIRWAYS, INC.**, Windham Airport, Willimantic, Conn.

**WINDLE AVIATION CO.**, Millbury, Mass.; W. W. Windle, pres.; Cessa 140, Stinson 165, CO—New England; C-P.

**WINGED HEART FLYING SERVICE**, Box 476, Effingham, Ill.

**WINGS, INC.**, Wings Field, Ambler, Pa.

**WINGS SERVICE, INC.**, Wood Co. Airport, P. O. Box 1878, Parkersburg, W. Va.

**WINSLOW FLYING SERVICE**, 310 W. 4th St., Winslow, Ariz.

**WINTER FLYING SERVICE**, Kanarado, Kan.

**WISCONSIN VALLEY AIRPORT, INC.**, Box 323, Wausau, Wis.

**WISENER AERONAUTICS**, Wisener Field, Mineola, Tex.

**WINTER FLYING SERVICE**, Box 223, Georgetown, S. C.; P. R. Witcher, pres.; Super Cruiser; AO-X, C-P.

**WITT AUTON CO.**, Box 75, Lake City, Fla.

**WITTERS FLYING SERVICE CO.**, Munic. Airport, Box 268, Renton, Wash.

**WITTMAN, S. J.**, Winnebago Cy. Airport, Oshkosh, Wis.

**WOLVERINE AIR SERVICE**, Comstock Park, Mich.

**WOODBURY AIRPORT, INC.**, Mantua Pike, Woodbury, N. J.

**WOODRING FLYING SERVICE, INC.**, Woodring Field, Enid Municipal Airport, Enid, Okla.; Vans Stinson 150, BT-13, Bonanza 3 Cessa 120s, 2 Cessa 140s (Cessa 150); AO—U. S., mainly Okla.; P-I.

**WOOD RIVER FLYING SERVICE**, Box 568, Hailey, Id.; Robert E. Savaria, pres.; Waco YKS, Aeronca 11-AC; AO—U. S.; C-P.

**WOODRUM FLYING SERVICE**, Woodrum Field, Box 1068, Roanoke, Va.

**WOODS, W. M.**, 4804 Bond St., Boise, Id.

**WORDMAN FLYING SERVICES**, Box 652, Worland, Wyo.

**WORLD AIRWAYS INC.**, 100 E. 4th St., N. Y.

**WORSHAM FLYING SERVICE**, Taft, Tex.; W. J. Worsham, pres.; Navion, Cessa 140; AO—U. S.; C-P.

**WORTH, JOHN RAYMOND**, Olive St., Florence, N. J.

**WRIGHT AERO AGRICULTURE CO., INC.**, Box 257, Clio, S. C.

**WRIGHT AIRCRAFT CO.**, West Palm Beach, Fla.; Johnson Wright, pres.; Twin-Cessa, Bellanca, Seabee; AO—U. S., Bahamas, Cuba; C-P.

**WYOMING AIR SERVICE**, Box 662, Rock Springs, Wyo.

**WYOMING FLYING SERVICE, INC.**, Box 14, Evansville, Wyo.

**WYOMING SKYWAYS, INC.**, Box 219, Munic. Airport, Cheyenne, Wyo.; L. R. Rosendahl, pres.; 2 Cessa 170s, 2 Cessa 140s; AO—U. S.; C-P-S-I.

**WYOMING WESTERN AIRWAYS**, Evanston or Kemmerer, Wyo.; Lawrence R. Modula, pres.; Cruiser, BT-13 (Twin Cessa); AO—U. S.; C-P-S.

**XENIA AVIATION CO.**, Port Xenia, Xenia, O.

Y

**YADKIN VALLEY FLYING SERVICE, INC.**, Box 646, N. Wilkesboro, N. C.

**YANKEE AIRWAYS**, Box 868, Portsmouth Municipal Airport, Portsmouth.

**YANKEO TELLI DONATO, JR.**, Garrison-on-Hudson, N. Y.

**YAZOO AIR SERVICE**, Rte. 2, Box AA, Yazoo City, Mich.

**YELLOWSTONE SCENIC AIRWAYS**, Box 902, Livingston, Mont.; Livingston Tracy, pres.; AO—U. S.; 9 small planes (1 small plane); C-P-S-I.

**YINGLING AIRCRAFT, INC.**, Munic. Airport, Wichita, Kan.

**YONGE FLYING SERVICE**, LAURIE, Munic. Airport No. 1, Jacksonville, Fla.

**YORKTOWN FLYING SERVICE**, Yorktown Airport, Yorktown, Ind.

**YOUNG AIR SERVICE**, Box 101, Fort Bragg, Calif.

**YOUNGSTOWN AIRWAYS, INC.**, Munic. Airport, Youngstown, O.

Z

**ZANTOP FLYING SERVICE**, Reynolds Field, Jackson, Mich.

**ZIA AIRWAYS**, Box 1508, Taos, N. M.; Robert J. Lukas, prop.

**ZIGLER FLYING SERVICE, INC.**, P. O. Box 877, Jennings, La.

**ZIMMERLIER AIR TRANSPORT**, Box 288, Lewiston, Id.; Bert Zimmerly, pres.; Travelair, Voyager, 2 Airmasters, 2 Cub, 3 Cessa 140s (Voyager, Cessa 170); AO—U. S. & territories, Canada, Mexico; C-P.

**ZIMMERMAN, LAMONT H.**, 215 S. 3rd St., Lehighton, Pa.

# MINIMUM DOCUMENTARY

(Subject to Change)

COUNTRY OF IMPORT	Commercial Invoice	Customs Invoice	Consular Invoice	Certificate of Origin	Sanitary Certificate	Certificate of Inspection	COUNTRY OF IMPORT	Commercial Invoice	Customs Invoice	Consular Invoice	Certificate of Origin	Sanitary Certificate	Certificate of Inspection
ALGERIA.....	2						IRAN.....	2 <sup>GG</sup>			1		
ARGENTINA.....	3 <sup>TT</sup>		<sup>A</sup>	4 <sup>A</sup>	1 <sup>B</sup>	1 <sup>UU</sup>	IRAQ.....	2 <sup>J</sup>					
AUSTRALIA.....	3 <sup>C</sup>						IRELAND (NORTH).....	2		3 <sup>RR</sup>			
BELGIUM.....	2			2 <sup>D</sup>	1 <sup>E</sup>		ISRAEL.....	3 <sup>J</sup>					
BRAZIL.....	2 <sup>F</sup>		<sup>G</sup>		2 <sup>I</sup>	2 <sup>H</sup>	ITALY.....	3		3 <sup>EE</sup>			
BURMA.....	2						JAPAN.....	2		<sup>AA</sup>			
CAMEROONS (BR.).....	2 <sup>I</sup>						JAVA.....	2					
CAMEROONS (FR.).....	2						KENYA.....	<sup>J</sup>					
CANADA.....	3 <sup>K</sup>				2 <sup>L</sup>	2 <sup>M</sup>	LEBANON.....	3 <sup>OO</sup>		3 <sup>W</sup>			
CANTON ISLANDS.....	2						LIBYA.....	2					
CEYLON.....	2			3 <sup>N</sup>			MEXICO.....	3			1 <sup>BB</sup>		
CHILE.....	2 <sup>P</sup>						NETHERLANDS.....	3		3 <sup>CC</sup>			
CHINA.....	2		3 <sup>O</sup>				NEW ZEALAND.....	3 <sup>EE</sup>					
CUBA.....	2			1 <sup>Q</sup>			NIGERIA.....	2 <sup>J</sup>					
CYPRUS.....	2			1 <sup>R</sup>			NORWAY.....	2			PP		
CZECHOSLOVAKIA.....	2						PAKISTAN.....	4 <sup>GO</sup>					
DENMARK.....	2						PHILIPPINES.....	<sup>HH</sup>					
EGYPT.....	3			3	1 <sup>S</sup>		POLAND.....	4		<sup>II</sup>			
EIRE.....	2		2 <sup>Y</sup>	<sup>B</sup>			PORTUGAL (incl. col.).....	1	3 <sup>JJ</sup>	2 <sup>DD</sup>			
ERITREA.....	3						SAUDI ARABIA.....	2					
ETHIOPIA.....	1				1 <sup>T</sup>		SPAIN.....	1		4 <sup>KK</sup>			
FINLAND.....	2			2			SWEDEN.....	2			1 <sup>LL</sup>		
FRANCE.....	3		3 <sup>V</sup>				SWITZERLAND.....		<sup>BB</sup>	1 <sup>MM</sup>	2 <sup>NN</sup>		
FRENCHINDO-CHINA	2						SYRIA.....	3 <sup>OO</sup>		3 <sup>OO</sup>			
GERMANY.....	2						TUNISIA.....	2	3 <sup>U</sup>				
GOLD COAST.....	2						TURKEY.....	4	<sup>J</sup>	3 <sup>J</sup>			
GREECE.....	2			3	1 <sup>V</sup>		UNION OF S. AFRICA.....	3 <sup>PP</sup>			1 <sup>QQ</sup>		
HUNGARY.....	4			2 <sup>W</sup>			UNITED KINGDOM.....	2		3 <sup>RR</sup>			
ICELAND.....	2						UNITED STATES.....	2 <sup>SS</sup>	4 <sup>P</sup>				
INDIA.....	4 <sup>OO</sup>				1 <sup>X</sup>		YUGOSLAVIA.....	2					

# REQUIREMENTS AT A GLANCE

## Without Notice)

<sup>a</sup> Combined Consular Invoice and Certificate of Origin, special form. Required on shipments consigned to business houses or merchants and valued over approximately \$125. Not required on shipments to private individuals. Visaed by consul or Chamber of Commerce.

<sup>b</sup> Required for livestock, plants and seeds, fruit, vegetables, grain and certain other foodstuffs.

<sup>c</sup> Special form of customs invoice and declaration of value available from commercial stationers. Details may be prepared on shipper's letterhead stationery. Signed by competent witness.

<sup>d</sup> Not required on direct shipments to Belgo-Luxembourg Economic Union. Required from country of origin on indirect shipments of certain products when transshipped in a European country. When necessary, prescribed wording may be inscribed on face or reverse of commercial invoice.

<sup>e</sup> Required when shipment contains edible items, including canned foods.

<sup>f</sup> Indicate number and kind of packages, serial numbers, quantity, description, net weight, unit price, origin, import license, signature of shipper.

<sup>g</sup> Optional. Airwaybill in detail reflecting description, quantities, value of each package, net, legal and gross weight may be accepted in lieu thereof. NOTE: 1 copy of import license, if required, must accompany shipment. If not required, airwaybill must show the following: "Shipper states import license not required."

<sup>h</sup> Required on shipments of used industrial machinery and equipment.

<sup>i</sup> Required on a number of commodities and products.

<sup>j</sup> Special form required may be obtained from commercial stationers.

<sup>k</sup> No firm invoice is required but special commercial invoices known as Canadian Forms MA or NA must be prepared in 3 copies, original and first copy for consignee. Form MA used for goods sold prior to shipment and Form NA for goods shipped on consignment. Form NA must be notarized.

<sup>l</sup> Certificate of Disinfection required for all containers used for the transportation of poultry and livestock, either new or used.

<sup>m</sup> Certificate of Quality required for all shipments of preserved fruits, vegetables, tomato products, jams and marmalades.

<sup>n</sup> Special form required on textiles.

<sup>o</sup> Required on shipments valued over \$200, visaed by consul.

<sup>p</sup> If shipment valued over \$100, must be visased by consul, if located at point of shipment.

<sup>q</sup> Required with shipments containing Essential Oils.

<sup>r</sup> Required on all imports of non-British cotton, silk or rayon piece goods.

<sup>s</sup> Required on shaving brushes and bristles.

<sup>t</sup> Required to accompany shipments of used clothing, blankets and similar articles.

<sup>u</sup> Combined Consular Invoice—Certificate of Origin, required for shipment valued over 100,000 French francs.

<sup>v</sup> Required on shipments of live animals, fresh and frozen meat, fresh fruits and vegetables.

<sup>w</sup> Must be legalized by the Consul.

<sup>x</sup> Required for imports of unmanufactured tobacco.

<sup>y</sup> Special Irish form available from commercial stationers—not required on gift shipments.

<sup>z</sup> Required for all shipments valued over \$20, must be certified by Chamber of Commerce and visased by Italian consul.

<sup>aa</sup> Special form required for certain commodities.

<sup>bb</sup> Required on shipments of seeds, live animals and livestock.

<sup>cc</sup> Required on certain commodities.

<sup>dd</sup> Required on shipments originating in countries other than U. S.

<sup>ee</sup> New Zealand standard form. Requires special statement of value.

<sup>ff</sup> Special regulations on certain types of shipments and containers.

<sup>gg</sup> Must contain statement as to country of origin and signed by shipper.

<sup>hh</sup> Special documentary requirements dependent upon value of shipment.

<sup>ii</sup> Required on shipments of animals or animal products, fresh fruits and vegetables.

<sup>jj</sup> Required on shipments valued over \$24.75.

<sup>kk</sup> Special form obtained from Spanish consul or commercial stationers.

<sup>ll</sup> Required for shipments of meat, meat products and plants.

<sup>mm</sup> Required on shipments of fresh fruits, trees, shrubs, plants, shoots and cuttings. Obtainable from appropriate Governmental agricultural authorities.

<sup>nn</sup> 2 Copies required on shipments of meat products, certifying the meat to be sanitary and prepared from disease-free animals. May be obtained from Agriculture Department or veterinary inspector at origin.

<sup>oo</sup> Must be legalized by a Chamber of Commerce and visased by consul.

<sup>pp</sup> Special combined invoice and declaration of value required.

<sup>qq</sup> Required on shipments of bacon, ham, sausage casings and lard.

<sup>rr</sup> Required on shipments of meat and meat products.

<sup>ss</sup> Similar supporting document, stating value, must accompany all shipments.

<sup>tt</sup> Must contain following declaration in Spanish: "Declaro bajo juramento que todos los datos que contiene esta factura son el reflejo de la verdad y que los precios indicados son los realmente pagados (o'a pagarse). Declaro en igual forma que no existen convenios que permitan alteraciones de estos precios."

<sup>uu</sup> A disinfection certificate must accompany all shipments containing clothing of all kinds and used bed or table linen, prepared by competent authority and legalized by consul. Package should indicate certificate enclosed.

(Based on a style prepared by TWA.)

# NEW COMPLETING THE SHIPPER'S EXPORT DECLARATION

(Form 7525-V)

*Use Ink or  
Typewriter*

*Prepare in  
Triplicate*

Leave this area blank.

Leave this area blank.

If shipper prepares form and no forwarding agent is involved in shipment, leave this space blank. If form is prepared, and/or declaration (line 18) signed by forwarding agent on behalf of shipper, name of shipper, name of forwarding agent should be inserted here.

Full name and address of ultimate consignee.

Name and address of any intermediate consignee such as a bank, agent, etc. If no intermediate consignee is involved, insert "None."

Indicate destination, known when shipment is destined to any country except Canada or Mexico. Insertion will be made by carrier when required and not known to shipper."

Any marks and numbers other than the Air Waybill number appearing on the package should be given. If no marks, insert "ADDRESS."

Indicate number and kind of boxes or other containers, and describe merchandise contained in each in sufficient detail to permit proper classification of items - do not use general terms such as "mining equipment."

Indicate type of General License or number of specific or blanked license under which shipment is exported.

Air Waybill number will be inserted here by person preparing Air Waybill.

If shipper prepares form himself and no forwarding agent is involved, this space should be left blank. If form is prepared and/or declaration (line 18) signed by forwarding agent, name and address of forwarding agent should appear here unless a "Designation of Forwarding Agent" has been filed with Collector of Customs at gateway city authorizing the forwarding agent to act on behalf of shipper for export control and customs purposes. If such "Designation" has been filed, leave this space blank."

Name of carrier and gateway (U. S. Port of Exportation), if unknown, e. g., insert "American Overseas Airlines via Air," insert "American Airlines via Air," and air San Antonio, Dallas, El Paso, Buffalo or Detroit, as appropriate; if exported to Europe via ABA, insert "American Overseas Airlines, Inc." and appropriate Atlantic gateway. If not known to shipper, carrier will make insertion.

FORM APPROVED  
BUREAU NO. U-1001  
CONTRACT NO. 1001

FILE NO. (Use Space for Use of Stamp)

Leave this area blank.

Include city and country of final destination - not necessarily airport of destination.

Show gross shipping weight of each item, or each combination of items bearing the same commodity number as given in Column 12.

Show "C" if merchandise is of U.S. origin - show "F" if of foreign origin.

Include commodity number for item obtained from Resident or Commercial Agent in or any Department of Commerce Field office, or any Collector of Customs.

Show quantity of merchandise in units specified for particular commodity in Department of Commerce Schedule B.

Show to nearest dollar, the value of each item, or group of items bearing same commodity number, including all charges shown in heading of this column.

Insertions will be made by carrier at gateway.

Name of shipper inserted here only if forwarding agent's name has been inserted on line above. If no forwarding agent name, leave space blank.

Signature of shipper inserted here only if forwarding agent's name has been inserted on line above. Signature must be that of individual shipper, corporate officer of a corporation, partner of a partnership, or an Export Manager of a firm. If signed by someone else a Power of Attorney to Execute Shipper's Export Declaration may be filed with Customs at gateway city. Title of person signing may be inserted on line above. If no forwarding agent is involved, leave space blank.

Leave this area blank.

Leave this area blank - no notarization necessary for exportation by air.

Firm name of shipper or forwarding agent who prepares document and signs on line above. Insert title on same line following firm name.

Signature of shipper or forwarding agent, whoever prepares form, included here. Signature must be that of individual shipper, corporate officer of a corporation, partner of a partnership, or an Export Manager of a firm. If signed by someone else a Power of Attorney to Execute Shipper's Export Declaration in favor of person signing should be on file with Customs at gateway city.

**THIS SAMPLE SHIPPER'S EXPORT DECLARATION WAS  
PREPARED BY THE AIR CARGO DEPARTMENT OF  
AMERICAN AIRLINES**

# AIR SHIPPING

[REG. U. S. PAT. OFF.]

## **International Cargo Rates**

Air cargo rates quoted are based on prevailing tariffs, air-port to airport (see note).  
Shippers are warned, however, that these rates are subject to change.  
All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.  
International carriers whose schedules and rates are included here are indicated by the letter following the airport

## AIRPORT SYMBOLS

EDF	Anchorage	LAX	Los Angeles
BAL	Baltimore	MEM	Memphis
BGR	Bangor, Me.	MEX	Mexico City
BUJ	Beaumont, Tex.	MIA	Miami
BOS	Boston	MIKE	Milwaukee
BRY	Brownsville, Tex.	MPS	Minneapolis-St. Paul
BTY	Baltimore, Va.	MUR	Montreal
CHS	Charleston, S. C.	MUS	Montreal
CHI	Chicago	MSY	New Orleans
CLE	Cleveland	LGA	New York (La Guardia)
CPR	Corpus Christi, Tex.	IDL	New York (Idlewild)
FAT	Batk. Mont., Mont.	EVN	Newark
DAL	Dallas	DFW	Dallas
VPY	Detroit	NLD	Newo Laredo, Mex.
DHL	Duluth	OAK	Oakland, Calif.
DEL	El Dorado, Ark.	PUK	Paducah, Ky.
ELP	EI Paso	PIA	Peoria, Ill.
EVV	Evansville, Ind.	PHL	Philadelphia
FAT	Fayetteville, Ind.	PIT	Pittsburgh
FTW	Fort Worth	PDX	Portland, Ore.
GFK	Grand Forks, N. D.	QY	Sydney, N. S.
GRW	Greenwood, Miss.	STL	St. Louis
BOL	Hartford	SAT	San Antonio
HAH	Hawaii	SFO	San Francisco
JOT	Joplin, Mo.	SAV	Savannah
HOU	Houston	SEC	Seattle
JRN	Honolulu	SHV	Shreveport, La.
IND	Indianapolis	GEK	Spokane, Wash.
JAN	Jackson, Miss.	SGF	Springfield, Mo.
JAX	Jacksonville	TPA	Tampa
MGW	Kansas City, Mo.	HUF	Terre Haute, Ind.
OMA	Omaha, Nebr., Jam.	TOL	Toledo, Ohio
LRD	Laredo, Tex.	YTO	Toronto, Ont.
LIT	Little Rock, Ark.	VR	Vancouver, B. C.
		DCA	Washington, D. C.

#### AIRLINE SYMBOLS

**AIRLINE SYMBOLS**

<b>AF</b> —Air France
<b>A</b> —American Airlines
<b>AO</b> —American Overseas
<b>B</b> —Braniff International Airways
<b>B</b> —British Commonwealth Pacific Airlines
<b>BO</b> —British Overseas Airways Corp.
<b>CS</b> —Chicago & Southern Air Lines

## RATES

Destination	Airport and Arlne	(See Note)			Depart
		Per Lb. (U.S.)	Per Lb. (Over 100 Lbs.)	Per \$100	
Helsing, Denmark	LGA AO*	1.22	.29	21	
	IDL SS	1.13	.85	15	Su,M,W,F,Sa
Aarhus, Denmark	IDL SS	1.13	.85	15	Su,M,W,F
Abadan, Iran	LGA AO*	1.29	.79	21	M,F
	LGA BO	1.68	1.26	15	Su,M,T,Th,F
	BOS AF	1.97	1.48	30	Su,M,T
	LBO AF	2.00	1.50	30	Dly
Abo, Finland	IDL SS	1.20	.85	15	F
	LGA AO*	1.37	1.03	21	M,W,F
	BOS AF	1.34	1.00	21	W,F
Accra, Br. Gold Coast	LGA P	1.89	1.42	15	M,Th
	LGA P	1.86	1.40	15	Su
	LGA BO	1.86	1.40	15	Su,M,T,Th,F
	IDL AF	1.75	1.32	15	
	BOS AF	1.73	1.30	15	
	BOS AF*	2.05	1.54	30	Su,Th
	LGA AO*	2.08	1.55	30	Dly
Addis Ababa, Ethiopia	LGA AO*	2.59	1.73	30	Dly
	BOS AF*	2.60	1.74	30	Su,Th
	LGA BO	1.88	1.41	15	Su,M,T,Th,F
	EWR TC	1.95	1.50	15	
	IDL S*	2.14	1.63		M,Th,Sa
Aden, Aden	LGA AO*	2.19	1.64	30	Dly
	BOS AF*	2.16	1.62	30	Su,Th
	LGA BO	1.81	1.36	15	Su,M,T,Th,F
Ahmedabad, India	LGA AO*	2.38	1.78	30	Dly
Alberville, Belgian Congo	IDL S	2.23	1.67		M,Th,Sa
Alexandria, Egypt	LGA BO	1.50	1.13	15	Su,M,T,Th,F
	LGA AO*	1.74	1.30	30	Dly
	LGA BO	1.50	1.13	15	Sa
	IDL AF	1.60	1.17	15	
	BOS AF	1.24	0.93	15	
	EWR TC	1.60	1.20	30	Dly
Algiers, Algeria					

- C**-Colonial Airlines
- EA**-Expresso Aero Interamericana
- K**-KLM Royal Dutch Airlines
- N**-National Airlines
- NE**-Northeast Airlines
- NW**-Northwest Airlines
- P**-Pan American World Airways and affiliates
- H**-Philippine Air Lines
- S**-Swissair
- SS**-Scandinavian Airlines System
- SW**-Seaboard & Western
- SK**-Skytrain Airways
- SW**-Swissair
- TA**-TACA Airways
- T**-Trans-Canada Air Lines
- TC**-Trans-Caribbean Air Line
- TR**-Transoceanic Air Lines
- TV**-Trans World Airlines
- U**-United Air Lines
- W**-Western Air Lines

**NOTE:** Per pound rate is based on the average package weighing 25 lbs. Valuation rates are due only if consignments are shipped with declared value.

**COMMODITY RATES:** Apply to airlines

**AO:** Valuation charge is applicable only on shipments with a valuation of over \$7.48 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

**G: In Canadian currency.**

**K:** Valuation charge is only on shipments with a declared valuation in excess of \$7.71 per lb.

**P:** Valuation charge is only on shipments with a declared valuation in excess of \$7.71 per lb.  
**PM:** To any destination in the Philippines served from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound to rates shown as applying to

**SK:** Lower rates for cargo of 3,000 lbs. gross weight and over. Planeload service minimum is 18,000 lbs. Minimum

**SW:** Special rates for shipments of 1,000-4,999 lbs. and 5,000-9,999 lbs.

**T:** More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the

**TC:** Cheaper "deferred" rate available. Contact airline direct.

- This involves onward carriage by another airline.
- † Minimum charge for this shipment is that for 25 lbs.
- Rate of 25 lbs. or less.
- Planeload service only.
- ♦ Consult airline for lower rates applicable to 3,300 lbs. and over.

Destination	Airport and Airline	RATES (See Note)			
		Per Lb. (Up to 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Algiers, Con'd	IDL S*	1.32	.95	15	M,Th,Sa
Aust. Netherlands	BOS GA	1.13	.85	15	M,W,Sa
*	IDL S*	1.13	.85	15	M
*	LGA TR	.86	71	12*	M,Th,Sa
*	HFD TR	.86	71	12*	
*	LGA BO	1.12	.84	15	Su,M,T,Th
*	IDL SS	1.28	.96	15	Dly
*	IDL AF	1.12	.84	15	Dly
*	IDL AP	1.12	.84	15	Dly
*	IDL K	1.12	.84	15	Dly except
*	EWR TRC	.85	70	28	
Anchorage, Alaska	SEC P	.45	18	15	Dly
*	SEC NW	.23	15	15	Dly
*	MPS NW	.35	29	15	Dly
*	OAK TR	.61	20	15	
Antigua, B.W.I.	LGA P*	.34	24	15	M,Th
Antilla, Cuba	MIA P*	.20	10	15	Dly
Antofagasta, Chile	MIA P	1.13	.61	15	M,T,Sa
*	MSV P	1.19	.68	15	M,T,Sa
*	HOU P	1.22	.71	15	Su,M,F
*	BRO P*	1.22	.71	15	Su,Th,F
*	CBD P	1.22	.71	15	Sa
*	AXA P	1.22	.65	15	Su,M,F
Antwerp, Belgium	LGA AO	1.12	.839	21	Dly
*	IDL S*	1.12	.82	15	M,Th,Sa
Any Destination in Colombia other than those named herein	MIA P	.72	.49	15	Dly
*	MSV P	.15	15	15	Dly
*	HOU P	1.29	.75	15	Dly
*	BRO P	1.20	.75	15	Dly
*	CRP P	1.23	.75	15	Dly
*	NLD P	1.22	.75	15	
*	LAX P	1.49	.75	15	Dly

Destination	Airport and Airline	RATES (See Notes)			
		Per Lb. for Int'l. Pass.	Per Lb. for Int'l. Luggage	Per \$100 Value	Depart
Aracaju, Brazil	LGA P*	1.20	.68	.15	W, F, Sa
	MIA P*	1.13	.62	.15	W, F, Sa
	MSY P*	1.20	.69	.15	Su, W, Th, F, Su
	HOU P*	1.23	.72	.15	T, Th, Fr
	BRO P*	1.23	.72	.15	T, Th, Fr
	CRP P*	1.23	.72	.15	Sa
Arecibo, Puerto Rico	LAX P*	1.37	.85	.15	Su, T, Th, F
	EWR TC	.30	.20		Frequently
	MIA P*	1.00	.53	.15	Su, T, W, F, Sa
	MSY P*	1.06	.63	.15	Su, W, M, Th, F, Su
	HOU P*	1.09	.63	.15	Su, W, Th, F, Su
	BRO P*	1.09	.63	.15	Su, W, Th, F, Su
Arequipa, Peru	CRP P*	1.09	.63	.15	Su, W, Th, F, Su
	LAX P*	1.22	.77	.15	Su, T, W, F, Sa
	Puerto Rico				M.F.
	MIA P*	1.04	.57	.15	Sa
	MSY P*	1.12	.64	.15	M, Th
	HOU P*	1.15	.67	.15	Su, Th
Arica, Chile	BRO P*	1.15	.67	.15	Su, Th
	CRP P*	1.15	.67	.15	Sa
	LAX P*	1.28	.81	.15	W, Sa
	MIA P*	.58	.28	.15	Dly
	MSY P*	.60	.35	.15	Dly
	HOU P*	.63	.35	.15	Dly
Armenia, Colombia	BRO P*	.63	.38	.15	Dly
	CRP P*	.63	.38	.15	Sa
	LAX P*	.72	.38	.15	Sa
	LAX P*	.74	.38	.15	Dly
	LGA P*	.64	.38	.15	Dly
	BUJ C	.51	.39	.15	T, Th, Sa
Aruba, N.W.I.	CHI C	.53	.41	.15	T, Th, Sa
	YIP C	.53	.41	.15	T, Th, Sa
	ELD C	.53	.40	.15	T, Th, Sa
	EVA C	.53	.39	.15	T, Th, Sa
	FWA C	.53	.41	.15	T, Th, Sa
	GRW C	.53	.39	.15	T, Th, Sa
Asmara, Eritrea	HOT C	.52	.40	.15	T, Th, Sa
	HOU C	.51	.39	.15	T, Th, Sa
	IND C	.52	.40	.15	T, Th, Sa
	JAN C	.50	.38	.15	T, Th, Sa
	MEM C	.52	.40	.15	T, Th, Sa
	MSV C	.49	.37	.15	T, Th, Sa
Assuncion, Paraguay	PIK C	.51	.39	.15	T, Th, Sa
	PIA C	.53	.41	.15	T, Th, Sa
	STL C	.52	.40	.15	T, Th, Sa
	SHV C	.52	.40	.15	T, Th, Sa
	HOU C	.53	.41	.15	T, Th, Sa
	TOL C	.52	.41	.15	T, Th, Sa
Austria, Austria	MIA C	.30	.22	.15	Dly
	LGA AO*	2.08	1.56	.15	Dly
	BOS AO*	2.05	1.54	.15	Su, Th
	LGA BO	1.74	1.31	.15	Su, M, T, Th, F
	LGA CR	1.74	1.31	.15	Su, M, T, Th, F
	EWR TC	1.70	1.30	.15	Frequently
Athens, Greece	LGA AO*	1.60	1.21	.15	Dly
	IDL SA	.58	.37	.11	Sa
	LGA TR	1.20	.90	.15	Sa
	HFD TR	1.20	.90	.15	Sa
	IDL SW	1.28	1.03	.15	Sa
	LGA ID	1.04	.77	.15	Sa, M, T, Th, F, Weekly
Auckland, N. Z.	BOS AF	1.40	1.05	.15	Sa
	IDL K	1.41	.77	.15	W
	IDL SS	1.41	1.06	.15	Su, M, T, W, Sa
	LGA TW	1.41	1.06	.15	M, T, W, Sa
	DCA TW	1.45	1.10	.15	Su, M, T, W, Sa
	CUB TW	1.45	1.10	.15	Th
Augusta, Italy	PHL TW	1.44	.99	.15	Su, M, T, W, Sa
	BOS TW	1.40	1.03	.15	Su, M, T, W, Sa
	YIP TW	1.47	1.12	.15	Th
	EWR TC	1.00	.85	.25	Su, M, T, W, Sa
	IDL S	1.57	1.11	.15	Tb
	IDL SR	1.41	1.07	.15	Su, W
Baghdad, Iraq	LAX P	2.06	1.55	.15	Sa
	SFO P	2.06	1.55	.15	Sa
	PDX P	2.06	1.55	.15	F
	SEC P	2.06	1.55	.15	F
	BOC AO*	3.80	3.27	.15	Su, Th
	LGA BO	3.83	3.29	.15	Dly
Bahrain, Bahrain	SFO B	2.06	1.55	.15	F
	HJR BC	1.39	1.04	.15	F
	VR BC	2.17	1.63	.15	F
	LGA AO*	1.45	1.084	.21	Dly
	BOS AO*	1.42	1.084	.21	Su, Th
	LGA BO	1.30	.98	.15	Su, M, T, Th, F

INTERNATIONAL CARGO TABLES — Continued

RATES (See Note)										RATES (See Note)									
Destination	Airport and Airline	Per Lb. Per 100 Lbs.	Per Lb. Per 100 Lbs.	Per \$100	Depart	Destination	Airport and Airline	Per Lb. Per 100 Lbs.	Per Lb. Per 100 Lbs.	Per \$100	Depart	Destination	Airport and Airline	Per Lb. Per 100 Lbs.	Per Lb. Per 100 Lbs.	Per \$100	Depart		
Baghdad Cont'd	EWR TC	1.58	1.25	—	Frequently	Bayamo, Cuba	MIA P*	.14	.09	.15	Dly	Brno (Brun), Czech.	LGA AO*	1.35	.99	21	M, W, Sa		
"	IDL S*	1.76	1.32	—	M, Th, Sa	Beirut, Lebanon	LGA AO*	1.73	1.30	.30	Dly	"	IDL S*	1.35	.97	21	M, Th, Sa		
"	LGA BO	1.65	1.24	.15	Su, M, T, Th, F	"	BOS AO*	1.70	1.28	.30	Su, Th	Brussels, Belgium	BOS AO*	1.36	1.03	15	N		
"	IDL K	1.65	1.24	.15	T	"	IDL AF	1.50	1.13	.15		"	BOS P	1.06	.80	15	Dly		
Bahia, Brazil (See Sao Salvador)	LGA AO*	2.07	1.553	.30	Dly	"	BOS AF	1.45	1.11	.15		"	LGA AO*	1.12	.82	15	Dly		
Bahrain, Arabia	LGA BO	1.74	1.31	.15	Su, M, T, Th, F	"	EWR TC	1.55	1.10	—	Frequently	"	IDL S*	1.12	.82	15	M, Th, Sa		
Balboa, Canal Zone	MIA P*	.29	.21	.15	Dly	Belem, Brazil	LGA P*	.83	.47	.15	Dly	Brno (Brun), Czech.	LGA TR	.80	.65	12			
"	MSY P*	.45	.36	.15	Dly	"	MIA P*	.76	.41	.15	Dly	"	BHD P*	.80	.65	12			
"	HOU P*	.48	.39	.15	Dly	"	MSY P*	.83	.48	.15	Dly	"	IDL SW	.92	.70	20			
"	BRO P*	.48	.39	.15	Dly	"	HOU P*	.86	.51	.15	Dly	Brussels, Belgium	LGA BO	1.12	.82	15	Su, M, T, Th, F		
"	CRP P*	.48	.39	.15	Sa	"	BRO P*	.86	.51	.15	Dly	"	IDL SS	1.31	.98	15	Su, M, W		
"	LAX P*	.61	.43	.15	Dly	"	CRP P*	.86	.51	.15	Dly	"	IDL AF	1.12	.84	15	Dly		
"	HOU P*	.61	.43	.15	Sa, T, Th	"	EWR TC	.86	.51	.15	Dly	Bremen, Germany	BOS P	1.06	.80	15	Dly		
"	CHI P*	.51	.39	.15	Sa, T, Th	"	HOU SK*—See Note SK	.86	.51	.15	Dly	"	IDL S*	1.12	.84	15	Dly except M		
"	CRP B	.45	.39	.15	Sa, T, Th	"	MSY SK*—See Note SK	.86	.51	.15	Dly	Bremen, Germany	LGA BO	1.12	.82	15	Dly		
"	DAL B	.51	.39	.15	Sa, T, Th	Belfast, N. Ireland	IDL SS	1.00	.75	.15	Dly	Bucaramanga, Colombia	MIA P*	.54	.28	15	Dly		
"	YIP P*	.51	.39	.15	Sa, T, Th	"	LGA AO*	1.01	.766	.21	M, W	"	LGA P*	.67	.37	15	Dly		
"	MSY B	.45	.39	.15	Sa, T, Th	"	LGA BO	1.05	.75	.15	Su, M, T, Th, F	"	MSY P*	.60	.35	15	Dly		
"	ELP A*	.54	.39	.20	Dly	"	IDL AF	1.13	.84	.15		"	HOU P*	.63	.38	15	Dly		
"	LAX A*	.61	.41	.20	Dly	"	IDL AF	1.10	.82	.15		"	CRP P*	.63	.38	15	Dly		
"	SFO A*	.62	.42	.20	Dly	"	BOS AF	1.10	.82	.15		"	LAX P*	.77	.52	15	Dly		
Bangkok, Siam	LGA P	2.46	1.96	.15	Sa, T, W	Belgrade, Yugoslavia	LGA AO*	1.81	1.108	.21	Dly	Bucharest, Romania	LGA AO*	1.58	1.16	21	Dly		
"	PDX P	2.89	2.17	.15	F	"	IDL SS	1.34	1.01	.15	Su, M, W, F	"	IDL SS	1.39	1.05	15	Su, M, W, F		
"	SEC P	2.89	2.17	.15	F	"	IDL AF	1.39	1.05	.15		"	IDL AF	1.39	1.05	15			
"	LAX P	2.89	2.17	.15	M, T, F	"	BOS AF	1.37	1.03	.15		"	BOS AF	1.37	1.03	15			
"	BRO P	2.43	1.94	.15	T, Th, F	"	IDL SS	1.32	1.00	.15		"	IDL AF	1.31	.99	15	M, Th, Sa		
"	SEF P	2.43	1.94	.15	T, Th, F	"	IDL AF	1.31	1.00	.15		"	BOS AF	1.29	.97	15			
"	IDL S	2.11	1.59	.15	Su, M, W, F	"	IDL AF	1.34	1.01	.15		"	IDL AF	1.42	1.02	15	M, Th, Sa		
"	LGA AO*	2.61	1.95	.30	Dly	"	IDL SS	1.31	1.01	.15		"	IDL SS	1.31	.98	15	Su, M, W, F		
"	BOS AF	2.58	1.93	.30	Sa, T, Th	"	MSK SK*—See Note SK	.20	.15			"	IDL SH	1.31	.98	15	Su, W		
"	IDL AF	2.51	1.89	.15		Belize, Br. Hond.	MSY TA	.39	.29		M, W, F	Buenos Aires, Argentina	LGA P*	1.54	.94	15			
"	BOS AF	2.49	1.87	.15		"	MENTA	.33	.24		T, Th, Sa	"	MIA P*	1.47	.93	15			
"	LAX P	2.34	2.00	.25		"	MSK SK	.20	.15			"	MSY P*	1.53	.93	15			
"	HFD TR	2.10	1.60	.20		Belo-Horizonte, Brasil	LGA P*	1.29	.73	.15	W, F	"	HOU P*	1.56	.93	15			
"	OAK TR	2.12	.92	.20		"	MIA P*	.22	.17	.15	W, F	"	BRO P*	1.56	.93	15			
"	LGA BO	2.11	.59	.15	Su, M, T, Th, F	"	MSY P*	.29	.19	.15	T, Th, F	"	CRA P*	1.56	.93	15			
"	IDL K	2.11	.58	.15	Su, T, W, F	"	HOU P*	.32	.22	.15	M, P	"	LAX P*	1.00	.57	15			
"	LAX W*	2.50	.80	.20		"	BRO P*	.32	.22	.15	M, P	"	LGA SI	1.54	.93	30	Frequently		
"	PDX P*	2.50	.80	.20		"	CRP P*	.32	.22	.15	M, P	"	MSA SI	1.45	.93	30	Frequently		
"	SEC P*	2.50	.80	.20		"	LAX P*	.46	.31	.15	M, F	"	EWR TC	1.70	1.30	30			
"	EWR TC	2.30	.90	.25		Bergen, Norway	LGA AO*	1.20	.90	.15		"	HOU SK*—See Note SK	.17	.10	30			
Bangui, Belg. Congo	IDL S	2.23	1.67		M, Th, Sa	Berlin, Germany	LGA AO	1.31	.98	.15	T, Th, Sa	"	MSY SK*—See Note SK	.17	.10	30			
Baracoa, Cuba	MIA P*	.18	.12	.15	Dly	"	LGA AO	1.31	.98	.15	T, Th, Sa	Buenos Aires, Argentina	LGA P*	1.54	.94	15	Twice Dly		
Barcelona, Spain	LGA AO*	1.31	.98	.21	Dly	"	LGA AO	1.31	.98	.15	Sa	"	MIA P*	1.47	.93	15	Twice Dly		
"	IDL AF	1.31	.98	.21	Twice Weekly	"	LGA AO	1.31	.98	.15	Sa	"	MSY P*	1.53	.93	15	Dly		
"	BOS AF	1.14	.85	.15	Twice Weekly	"	LGA BO	1.28	.95	.15	Sa	"	HOU P*	1.56	.93	15	Dly		
"	IDL S	1.41	1.06	.15	Sa	"	IDL AF	1.09	.85	.12		"	BRO P*	1.56	.93	15	Dly		
"	LGA P	1.30	.98	.15	Su, W, Th	"	IDL AF	1.09	.80	.15		"	CRP P*	1.56	.93	15	Dly		
"	BOS P	1.27	.95	.15	Su, W, Th	"	IDL AF	1.09	.80	.15		"	LAX P*	1.57	.93	15	Dly		
Baroda, India	LGA AO*	2.37	1.778	.30	Dly	Bermuda	LGA BO	1.15	.88	.15	Dly	"	CHI TW	1.57	1.20	15	Th		
Barranca, Bermeja, Col.	MIA P*	.54	.38	.15	Th, Sa	"	EWR TC	1.31	.88	.15	Dly	"	YIP TW	1.55	1.18	15	Th		
"	LGA P*	.64	.37	.15	Sa, T, W	"	IDL P*	1.31	.88	.15	Dly	"	EWR TC	1.55	1.18	15	Th		
"	MSV P*	.45	.26	.15	Dly	"	IDL AF	1.31	.88	.15	Dly	"	IDL SH	.90	.60	15			
"	HOU P*	.60	.38	.15	Sa, T, W, F	"	IDL AF	1.21	.90	.15	Dly	"	SFO PH	3.66	2.75	15	W, Sa		
"	BRO P*	.63	.38	.15	Sa, T, Th, F	"	IDL AF	1.21	.90	.15	Dly	"	HJR PH	3.08	2.31	15	W, Sa		
"	CRP P*	.53	.38	.15	Sa, T, Th, F	"	IDL AF	1.12	.90	.15	Dly	Bulawayo, S. Rhodesia	IDL S	2.66	2.01	15	M, Th, Sa		
"	LAX P	.77	.52	.15	Sa, T, Th, Sa	"	IDL AF	1.21	.90	.15	Dly	"	BOS AF	2.88	2.16	30	Sa, T, W		
Barranquilla, Colombia	MIA P*	.39	.19	.15	Dly	"	IDL AF	1.21	.90	.15	Dly	"	LGA BO	1.21	.90	30	Sa, T, W		
"	LGA P*	.49	.28	.15	Dly	"	IDL AF	1.21	.90	.15	Dly	"	IDL AF	1.21	.90	30	Sa, T, W		
"	MSV P*	.45	.26	.15	Dly	"	IDL AF	1.21	.90	.15	Dly	"	IDL AF	1.21	.90	30	Sa, T, W		
"	HOU P*	.48	.29	.15	Dly	"	IDL AF	1.21	.90	.15	Dly	"	IDL AF	1.21	.90	30	Sa, T, W		
"	BRO P*	.48	.29	.15	Dly	"	IDL AF	1.21	.90	.15	Dly	"	IDL AF	1.21	.90	30	Sa, T, W		
"	CRP P*	.48	.29	.15	Dly	"	IDL AF	1.21	.90	.15	Dly	"	IDL AF	1.21	.90	30	Sa, T, W		
"	LAX P*	.62	.43	.15	Dly	"	IDL AF	1.21	.90	.15	Dly	"	IDL AF	1.21	.90	30	Sa, T, W		
"	MIA K	.61	.26	.15	Sa, W, F	"	IDL AF	1.21	.90	.15	Dly	"	IDL AF	1.21	.90	30	Sa, T, W		
Basankusi, Belgian Congo	IDL S	2.23	1.67		M, Th, Sa	"	MSV TA	.56	.43	.10	M, W, F	"	IDL SS	2.05	1.54	15	Su, M, W, F		
"	LGA TR	2.92	.80	.120		"	MENTA	.44	.34	.10	T, Th, Sa	"	IDL K	2.05	1.54	15	Su, T, W, F		
"	HFD TR	2.92	.80	.120		"	LGA AO*	1.39	1.037	.21	Dly	"	LGA BO	2.05	1.54	15	Su, T, W, F		
"	IDL AF	1.21	.91	.15	Six Weekly	"	HOU TR	2.22	1.42	.20		"	IDL D	2.05	1.54	15	Su, T, W, F		
"	BOS AF	1.18	.88	.15		"	HOU TR	2.22	1.42	.20		"	OAK TR	2.94	2.12	20			
Basile, Switzerland	LGA AO*	1.21	.91	.15	Dly	"	HOU TR	2.22	1.42	.20		"	LAX W*	3.27	2.35	20			
"	IDL S	1.21	.91	.15	M, Th, Sa	"	HOU TR	2.22	1.42	.20		"	SEC P*	3.27	2.35	20			
"	IDL SS	1.15	.87	.15	Su, M, W, F	"	HOU TR	2.22	1.42	.20		"	SEC P*	3.27	2.35	20			
"	IDL AF	1.21	.91	.15	Su, M, W, F	"	HOU TR	2.22	1.42	.20		"	EWR TC	2.10	.80	25			
"	BOS AF	1.13	.85	.15		"	HOU TR	2.22	1.42	.20		"	SFO PH	2.69	2.02	15	W, Sa		
"	IDL D	1.21	.91	.15	T, F	"	HOU TR	2.22	1.42	.20		"	HJR PH	2.56	1.92	15	W, Sa		
"	EWR TC	.95	.75	—	Frequently	"	IDL AF	1.87	1.41	.15	Wdy	Calgary, Alta., Canada	LGA T*	8.50	.31	10	Dly		
"	IDL SR	1.05	.75	—	Frequently	"	BOS AF	1.85	1.39	.15	Dly	Call, Colombia	LGA P*	8.40	.28	15	Dly		
"	IDL D	1.21	.91	.15	Sa, W	"	BOS AF	1.85	1.39	.15	Dly	"	LGA P*	.64	.37	15	Sa, T, Th		
"	LGA BO	1.15	.87	.15	Su, M, T, Th, F	"	BOS AF	1.85	1.39	.15	Dly	"	MSV P*	.60	.35	15	Dly		
"	LGA BO	1.15	.87	.15	Su, T, Th, F	"	BOS AF	1.85	1.39	.15	Dly	"	HOU P*	.63	.38	15	Dly		
"	BOS AF	1.63	.24	.15	Sa, T, Th, F	"	BOS AF	1.85	1.39	.15	Dly	"	BRO P*	.63	.38	15	Dly		
"	LGA BO	1.63	.24	.15	Sa, T, Th, F	"	BOS AF	1.85	1.39	.15	Dly	"	CRP P*	.63	.38	15	Dly		
"	EWR TC	1.70	.20	—	Frequently	"	BOS AF	1.85	1.39	.15	Dly	"	LAX P*	.76	.52	15	Dly		
"	IDL SR	1.65	.24	.15	Sa, W	"	BOS AF	1.85	1.39	.15	Dly	"	MSV P*	.24	.16	15	Dly		
"	IDL K	1.65	.24	.15	T, W, Th, F	"	BOS AF	1.85	1.39	.15	Dly	"	HOU P*	.25	.17	15	Dly		
"	BOS P	1.82	.30	—	T, W, Th, F														

**INTERNATIONAL CARGO TABLES—Continued**

INTERNATIONAL CARGO TARIFFS - CONTINUED																		
Destination	Airport and Airline	RATES (See Note)				Destination	Airport and Airline	RATES (See Note)				Destination	Airport and Airline	RATES (See Note)				
		Per Lb. Per 100 Lbs.	Per Lb. Per 100 Lbs.	Per \$100 Value	Depart			Per Lb. Per 100 Lbs.	Per Lb. Per 100 Lbs.	Per \$100 Value	Depart			Per Lb. Per 100 Lbs.	Per Lb. Per 100 Lbs.	Per \$100 Value	Depart	
Campeche, Cont'd Cannes, France	LAX P*	.44	.15	.15	Dly	Concepcion, Bolivia	MIA P*	1.16	.63	.15	M,Tb,F	Dharhan, Cont'd	LGA TW	1.72	1.20	.15	Su,W,F	
	LGA P* <sup>1</sup>	.27	.047	.21	Dly		MSY P*	1.22	.70	.15	M,Tb,F		BOS TW	3.80	2.00	.15	Su,W,F	
	BOX AF	.49	.15	.31	Su,Th		HOU P*	1.25	.73	.15	Su,Th		PDX W*	2.67	2.00	.08	45 Dly	
	IDL AF	.18	.08	.15	Su,Th		BRO P*	1.25	.73	.15	Su,Th		SEC TW	3.80	2.00	.28	Su,W,F	
	BOS AF	.16	.08	.15	Dly		CRP P*	1.25	.73	.15	Su,Th		IDL S*	1.91	1.43	.15	M,Th,Sa	
	LGA BO	.18	.08	.15	Su,M,T,Th,F		LAX P*	1.39	.87	.15	Su,Th		SFO PH	3.60	2.70	.15	W,Sa	
Canton Island	LAX P	1.35	.02	.15	M,Tb,Sa	Copenhagen, Denmark	IDL SS	1.13	.85	.15	Su,M,W,F	Duala, Fr. W. Africa	IDL AF	1.82	1.37	.15	Weekly	
	SFO P	1.35	.02	.15	M,Tb,Sa		MSY P*	1.25	.94	.15	M,F		BOS AF	1.82	1.37	.15	Su,W,F	
	PDX P	1.35	.02	.15	M		BOS AF	1.22	.91	.15	M,F		LGA AO*	2.67	2.00	.08	45 Dly	
	SEC P	1.39	.02	.15	M		IDB S	1.25	.94	.15	M,Th,Sa		HOU TW	.96	.719	.21	Dly	
Capetown, U. S. Af	LGA AO*	3.06	2.28	.30	M,W,Sa		LGA S	1.00	.67	.12	Dly		HFD TR	.73	.63	.10	Su,W,F	
	IDL S*	3.05	2.28	.30	M,Tb,Sa		HFD TR	1.21	.78	.12	Dly		IDL K	1.12	.84	.15	Su,W,F	
	LGA BO	2.39	1.60	.15	Su,M,T,Th,F		IDL AF	2.11	.91	.15	Dly		LGA BO	2.19	1.65	.15	Su,M,T,Th,F	
Caracas, Venezuela (See La Guaira)												Durban, So. Afr.	LGA AO*	2.77	2.07	.30	Dly	
Cartagena, Colombia	Mia P*	.46	.23	.15	Dly		IDS K	1.13	.85	.15	Dly except W		MSY P*	1.21	.91	.15	Su,M,T,Th,F	
	LGA P*	.56	.28	.15	Dly		EWR TC	.90	.75	.25	Dly		LGA K	1.12	.84	.15	T,F	
	MSY P*	.52	.28	.15	Dly		LGA BO	2.21	.91	.15	Su,M,T,Th,F		LGA K*	1.12	.84	.15	T,F	
	HOU P*	.53	.28	.15	Dly		LGA BO	2.21	.91	.15	Su,M,T,Th,F		EDMONTON, Alberta, Canada	LGA BO	2.30	1.73	.15	Su,M,T,Th,F
	BRO P*	.55	.33	.15	Dly		LGA BO	2.21	.91	.15	Su,M,T,Th,F		EINDHOVEN, Netherlands	LGA AO*	1.17	.86	.15	M,W,Sa
	CRP P*	.55	.33	.15	Dly		LGA BO	2.21	.91	.15	Su,M,T,Th,F		ELIZABETHVILLE, Belgian Congo	LGA AO*	2.48	1.80	.30	Dly
Casablanca, Fr. Morocco	LAX P*	.60	.47	.15	Dly		LGA BO	2.21	.91	.15	Su,M,T,Th,F		ESTEBE, Uganda	IDL S	2.23	1.67	.15	M,Tu,Sa
	IDL AF	1.35	.102	.15	Dly		LGA BO	2.21	.91	.15	Su,M,T,Th,F		EMERITAS, Ecuador	MIA P*	.67	.36	.10	T
	LGA AO*	1.55	.168	.21	Dly		MSY P*	.67	.35	.15	Su,M,Tu,Sa		MSY P*	.73	.43	.15	T	
	BOS AF	1.52	.148	.21	Su,Th		HOU P*	.67	.31	.15	Dly		HOU TW	.76	.46	.15	M	
	IDL S*	1.55	.16	.21	M,Tb,Sa		BRO P*	.67	.31	.15	Dly		BRO P*	.76	.46	.15	M	
	BOS AF	1.49	.112	.15	Su,Th		CRP P*	.67	.31	.15	Dly		CRP P*	.76	.46	.15	M	
Cataramas, Honduras	Cataramanville, Belgian Congo	IDL S	2.20	1.65	...	M,Th,Sa	LAX P*	.67	.31	.15	Dly		LIA P*	.89	.63	.15	Dly	
	Cristobal, Canal Zone	MIA P*	.41	.21	.15	Dly	LGA P*	.67	.31	.15	Dly	Fairbanks, Alaska	SEC P*	.40	.25	.15	Dly	
	MSY P*	.47	.28	.15	Dly	MSY P*	.67	.31	.15	Dly	OAK TR	.58	.35	.15	Dly			
Castel Benito, Libya	Coquihalla, Belgium Congo	HOU P*	.67	.31	.15	Dly	HOU P*	.67	.31	.15	Dly	LGA P*	1.37	.78	.05	Dly except T		
	LGA AO*	1.52	.114	.21	Dly	BRO P*	.67	.31	.15	Dly	MSY P*	1.30	.72	.05	Dly except T			
	BOS AF	1.49	.112	.15	Su,Th	CRP P*	.67	.31	.15	Dly	HOU TW	.76	.46	.15	Dly except W			
Catania, Italy	Catania, Italy	LGA AO*	1.43	.07	.21	M,W,Sa	LAX P*	.67	.31	.15	Dly	EWR TC	.89	.60	.15	Dly except W		
	Durban, South Africa	BOS AF	1.40	.04	.21	M	LGA P*	.67	.31	.15	Dly	LIA P*	.89	.63	.15	Dly except W		
	MSY P*	.67	.31	.15	Dly	MSY P*	.73	.43	.15	Su,M,Th	FORT WILLIAM, Ontario, Canada	LGA P*	4.20	1.40	.10	Dly		
Cayenne, Fr. Guiana	Curacao, N.W.I.	HOU P*	.70	.42	.15	M,Th	HOU P*	.70	.32	.25	Dly	PORTALEGRE, Brazil	LGA P*	1.03	.58	.15	Dly except F	
	IDL K	.63	.35	.15	M,Th	BRO P*	.70	.32	.25	Dly	PHILADELPHIA, USA	MIA P*	.69	.32	.15	Dly except F		
	MSY P*	.70	.42	.15	M,Th	CRP P*	.70	.32	.25	Dly	PHILADELPHIA, USA	MSY P*	.69	.32	.15	Dly except F		
	HOU P*	.73	.45	.15	T,Sa	LAX P*	.77	.52	.25	Su,Tb,F	PHILADELPHIA, USA	EWR TC	.89	.60	.15	Dly except W		
	BRO P*	.73	.45	.15	T,Sa	LGA P*	.67	.31	.15	Su,W,F	PHILADELPHIA, USA	LIA P*	1.54	.96	.15	Dly except W		
	CRP P*	.73	.45	.15	T,Sa	MSY P*	.73	.43	.15	Su,W,F	PHILADELPHIA, USA	PHL TW	.92	.77	.12	Dly except T		
Chetumal, Mexico	Cuernavaca, Mexico	LAX P*	.18	.12	.15	Dly	HOU P*	.73	.43	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T		
	Dakar, Senegal, F.W. Africa	MIA P*	.33	.16	.15	Su,Th	BRO P*	.73	.43	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T		
	MSY P*	.28	.16	.15	Su,Th	CRP P*	.73	.43	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T			
	HOU P*	.32	.22	.15	W,Sa	LAX P*	.73	.50	.25	Frequently	PHL TW	.97	.78	.05	Dly except T			
	BRO P*	.31	.21	.15	W,Sa	LGA P*	.40	.31	.15	Dly	PHL TW	.97	.78	.05	Dly except T			
	CRP P*	.31	.21	.15	W,Sa	MSY P*	.30	.22	.15	Dly	PHL TW	.97	.78	.05	Dly except T			
Christiansand, Norway	Cutryby, Brasil	LAX P*	.47	.36	.15	W,Sa	MSY P*	.30	.22	.15	Dly	PHL TW	.97	.78	.05	Dly except T		
	Dakar, Senegal, F.W. Africa	LGA P*	.25	.21	.15	Dly	HOU P*	.30	.22	.15	Dly	PHL TW	.97	.78	.05	Dly except T		
	MSY P*	.28	.21	.15	Dly	BRO P*	.30	.22	.15	Dly	PHL TW	.97	.78	.05	Dly except T			
	HOU P*	.26	.19	.15	Dly	CRP P*	.30	.22	.15	Dly	PHL TW	.97	.78	.05	Dly except T			
	BRO P*	.25	.19	.15	Dly	LAX P*	.30	.22	.15	Dly	PHL TW	.97	.78	.05	Dly except T			
	CRP P*	.26	.19	.15	Dly	LGA P*	.15	.12	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T			
Ciudad Trujillo, D.R.	Dakar, Senegal, F.W. Africa	LGA P*	.25	.21	.15	Dly	MSY P*	.15	.12	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T		
	MSY P*	.15	.12	.15	Dly	HOU P*	.15	.12	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T			
	MIA K	.15	.12	.15	Sa	BRO P*	.15	.12	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T			
	EWR TC	.45	.35	.15	Frequently	CRP P*	.15	.12	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T			
	HOU SK*—See Note SK	.47	.36	.15	Dly	LAX P*	.15	.12	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T			
	MSY SK*—See Note SK	.41	.32	.15	Dly	LGA P*	.15	.12	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T			
Ciudad Victoria, Mexico	Dakar, Senegal, F.W. Africa	MIA P*	.12	.08	.15	Dly	MSY P*	.15	.12	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T		
	DFTW	.30	....	.10	Dly	HOU P*	.15	.12	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T			
	SAT B	.23	....	.10	Dly	BRO P*	.15	.12	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T			
	LRD B	.16	....	.10	Dly	CRP P*	.15	.12	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T			
	MSY P*	.15	....	.10	Dly	LAX P*	.15	.12	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T			
	MSY P*	.15	....	.10	Dly	LGA P*	.15	.12	.15	Su,W,F	PHL TW	.97	.78	.05	Dly except T			
Cochabamba, Bolivia	Dakar, Senegal, F.W. Africa	MIA P*	.13	.01	.15	M,W,F,Sa	MSY P*	.15	.12	.15	Su,W,F,Sa	PHL TW	.97	.78	.05	Dly except T		
	MSY P*	.19	.08	.15	M,W,F,Sa	HOU P*	.15	.12	.15	Su,W,F,Sa	PHL TW	.97	.78	.05	Dly except T			
	HOU P*	.12	.08	.15	M,W,F,Sa	BRO P*	.15	.12	.15	Su,W,F,Sa	PHL TW	.97	.78	.05	Dly except T			
	BRO P*	.22	.08	.15	Su,Tb,F	CRP P*	.15	.12	.15	Su,Tb,F	PHL TW	.97	.78	.05	Dly except T			
	CRP P*	.22	.08	.15	Su,Tb,F	LAX P*	.15	.12	.15	Su,Tb,F	PHL TW	.97	.78	.05	Dly except T			
	LAX P*	.135	.08	.15	Su,Tb,F	LGA P*	.15	.12	.15	Su,Tb,F	PHL TW	.97	.78	.05	Dly except T			
Colombia, Any Destination other than those named herein	Dakar, Senegal, F.W. Africa	MIA P*	.72	.40	.15	Dly	MSY P*	.15	.12	.15	Su,W,F,Sa	PHL TW	.97	.78	.05	Dly except T		
	MSY P*	.18	....	.15	Dly	HOU P*	.15	.12	.15	Su,W,F,Sa	PHL TW	.97	.78	.05	Dly except T			
	HOU P*	.12	....	.15	Dly	BRO P*	.15	.12	.15	Su,W,F,Sa	PHL TW	.97	.78	.05	Dly except T			
	BRO P*	.12	....	.15	Dly	CRP P*	.15	.12	.15	Su,W,F,Sa	PHL TW	.97	.78	.05	Dly except T			
	CRP P*	.12	....	.15	Dly	LAX P*	.15	.12	.15	Su,W,F,Sa	PHL TW	.97	.78	.05	Dly except T			
	LAX P*	.149	....	.15	Dly	LGA P*	.15	.12	.15	Su,W,F,Sa	PHL TW	.97	.78	.05	Dly except T			
Colombo, Ceylon	Dakar, Senegal, F.W. Africa	LGA BO	.251	.178	.													

**INTERNATIONAL CARGO TABLES—Continued**

## INTERNATIONAL CARGO TABLES — Continued

RATES (See Note)		RATES (See Note)		RATES (See Note)	
Destination	Airport and Airlines	Per Lb. (Over 100 Lbs.)			
		Per \$100 Value	Per \$100 Value	Per \$100 Value	Per \$100 Value
Kingston, Cont'd.	HOU CS	30	20	15	Dly
"	IND CS	31	21	15	Dly
"	JAN CS	29	19	15	Dly
"	LIT CS	31	21	15	Dly
"	MEMCS	29	19	15	Dly
"	MST CS	28	18	15	Dly
"	PUK CS	30	20	15	Dly
"	PIA CS	32	22	15	Dly
"	STL CS	31	21	15	Dly
"	SHV CS	31	21	15	Dly
"	HUF CS	32	22	15	Dly
"	TOL CS	32	22	15	Dly
"	MEMCS	30	20	15	Dly
"	SFG CS	32	22	15	Dly
"	UL T	25C	24C	M	
"	YTO T	23C	22C	M	
"	EWR TC	25	22	15	Frequently
"	HOU SK*	See Note SK			
"	MSV SK*	See Note SK			
Kosice, Czech.	LOA AO*	1	13	15	M,W,Sa
"	BOS AO*	1	12	21	Dly
Kuwait, Kuwait	LGA BO	1	70	18	15
"	LGA AO*	2	02	1	813
Kratiansand, Norway	IDL SS	1	13	8	15
"	IDL K	1	25	94	15
"	IDL S	1	15	94	15
"	LGA AO*	1	25	94	21
La Ceiba, Honduras	MSV TA	43	25	M,W,F	
"	MEX TA	26	20	T.Th,Sa	
Lagos, Nigeria	LGA AO*	2	04	1	524
"	MSV TA	45	30	T.Th,Sa	
Lagos, Nigeria	LGA AO*	2	04	1	524
"	MSV TA	45	30	T.Th,Sa	
"	IDL K	1	68	126	15
"	BOS AF	1	66	124	15
La Guardia, Venezuela	LGA P*	50	32	15	Dly
"	MIA P*	40	25	15	Dly
"	MSV P*	45	30	15	Dly
"	HOU P*	48	33	15	Dly
"	BRO P*	48	33	15	Dly
"	CRP P*	48	33	15	Dly
"	LAX P*	62	47	15	Dly
"	MIA K*	40	23	15	Dly
"	BRO K*	40	23	15	Dly
"	CHI CS	52	35	15	Dly
"	YIP CS	52	35	15	Dly
"	ELD CS	51	34	15	Dly
"	EVV CS	50	33	15	Dly
"	FWA CS	52	35	15	Dly
"	GRW CS	49	32	15	Dly
"	HOU CS	45	33	15	Dly
"	HOU CS	45	33	15	Dly
"	IND CS	51	34	15	Dly
"	JAN CS	49	32	15	Dly
"	LIT CS	51	34	15	Dly
"	MEMCS	45	32	15	Dly
"	MST CS	40	25	15	Dly
"	PUK CS	50	34	15	Dly
"	PIA CS	53	36	15	Dly
"	STL CS	51	34	15	Dly
"	SHV CS	51	34	15	Dly
"	HUF CS	52	35	15	Dly
"	TOL CS	52	35	15	Dly
"	MSV CS	36	30	15	Dly
"	SFG CS	52	35	15	Dly
"	HAV CS	40	23	15	Dly
"	KIN CS	34	17	15	Dly
"	EWR TC	45	35	25	Dly except M
La Paz, Bolivia	MIA P*	1	07	58	15
"	MSV P*	1	03	65	15
"	HOU P*	1	06	10	15
"	BRO P*	1	16	68	15
"	CRP P*	1	16	68	15
"	LAX P*	1	29	82	15
"	EWR TC	1	24	Frequently	
"	DAL B	1	19	70	20
"	HOU P*	1	16	68	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
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"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
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"	BRO P*	1	16	70	20
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"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
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"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
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"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
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"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
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"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
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"	LAX P*	1	29	80	20
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"	LAX P*	1	29	80	20
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"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20
"	BRO P*	1	16	70	20
"	CRP P*	1	16	70	20
"	LAX P*	1	29	80	20
"	EWR TC	1	24	Dly except M	
"	HOU P*	1	16	70	20

**INTERNATIONAL CARGO TABLES — Continued**

RATES (See Note)										RATES (See Note)										RATES (See Note)									
Destination	Airport and Airline	Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.	Depart	Destination	Airport and Airline	Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.	Depart	Destination	Airport and Airline	Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.	Depart															
Medan, Sumatra . . . . .	I.C.A. FO	22	27	17	15	Su.M,T,Th,F				Nairobi, Conf'd. . . . .	IDL SS	100	143	.15	Su.M,W,F				Ostrava, Czechoslovakia . . . . .	L.G.A. AO*	1.37	1.003	.21	M,W,Sa					
Medellin, Colombia . . . . .	IDL K	27	31	17	10	15	Su.T,W,F			Nandi, Fiji . . . . .	SFO BO*	175	131	.15	Su.M,T,Th,F				BOS AO*	1.34	.973	.21	M						
Merida, Mexico . . . . .	MAIA P*	51	26	15	Dly				HJR PC	175	131	.15	M,Th,F				Ottawa, Ont., Canada . . . . .	L.G.A. C	.07			Dly							
Mexico City, Mexico . . . . .	MSV P*	51	35	15	Su,Th				VFR PC	104	78	.15	Su.M,T,Th,F				Paderborn, N.E.L. . . . .	L.G.A. BO	2.28	1.69		Su.M,T,W,F							
Mexico City, Mexico . . . . .	MSV P*	57	33	15	Dly				IDL K	149	107	.15	M & Alt.Th,F				Palermo, Italy . . . . .	IDL K	2.25	1.69	.21	M,W,Sa							
Mexico City, Mexico . . . . .	MSV P*	60	35	15	Dly				IDL T	139	105	.15	M,Th,Sa				Palermo, Italy . . . . .	L.G.A. AO*	1.42	1.067	.21	M,W,Sa							
Mexico City, Mexico . . . . .	MSV P*	60	35	15	Dly				UL T	23	21	Dly				Paramaribo, Surinam . . . . .	BOS AO*	1.39	1.037	.21	M								
Mexico City, Mexico . . . . .	MSV P*	60	35	15	Dly				YTO T	21	19					Paramaribo, Surinam . . . . .	L.G.A. P*	.39	.19		Dly								
Mexico City, Mexico . . . . .	MSV P*	62	11	15	Dly				EWR TC	12	12		Frequently				Paramaribo, Surinam . . . . .	MIA P*	.39	.19		Dly							
Mexico City, Mexico . . . . .	HOU P*	32	22	15	Dly				MSV P*	62	15	Su.Th,Sa				Paramaribo, Surinam . . . . .	MSV P*	.39	.19		Dly								
Mexico City, Mexico . . . . .	BRO P*	16	18	15	Dly				HOU P*	103	56	Su.Th,Sa				Paramaribo, Surinam . . . . .	HOU P*	.48	.29		Dly								
Mexico City, Mexico . . . . .	CRP P*	15	20	15	Dly				MSV P*	110	63	Su.Th,Sa				Paramaribo, Surinam . . . . .	BRO P*	.48	.29		Dly								
Mexico City, Mexico . . . . .	LAX P*	46	33	15	Dly				HOU P*	132	62	W.F,Sa				Paramaribo, Surinam . . . . .	CRP P*	.48	.29		Dly								
Mexico City, Mexico . . . . .	DAL A	56	33	15	Dly				BRO P*	133	62	W.F,Sa				Paramaribo, Surinam . . . . .	LAX P*	.61	.43	.15	Dly								
Mexico City, Mexico . . . . .	FTW B	56	33	15	Dly				CRP P*	133	62	W.F,Sa				Paramaribo, Surinam . . . . .	MSV TA	.64	.45		M,W,F								
Mexico City, Mexico . . . . .	LRD B	42	33	15	Dly				LAX P*	127	60	W.F,Sa				Paramaribo, Surinam . . . . .	MEX TA	.53	.38		T,Th,Sa								
Mexico City, Mexico . . . . .	SAT B	49	33	15	Dly				EWR TC	140	120		Frequently				Paramaribo, Surinam . . . . .	MIA K	1.41	1.02		T,Ts							
Mexico City, Mexico . . . . .	LAX P*	68	.08	15	Dly				MSV P*	123	167	M,Th,Sa				Paramaribo, Surinam . . . . .	L.G.A. P*	.64	.39		M,Th								
Midway Island . . . . .	MIA P*	44	22	15	Dly				MSV P*	194	146	Su.M,T,Th,F				Paramaribo, Surinam . . . . .	MIA P*	.57	.33		M,Th								
Midway Island . . . . .	MSV P*	38	21	15	Dly				IDL AF	22	170	15	Weekly				Paramaribo, Surinam . . . . .	MSV P*	.64	.40		M,Th							
Midway Island . . . . .	HOU P*	16	12	15	Dly				IDL AF	23	167	15	Weekly				Paramaribo, Surinam . . . . .	HOU P*	.67	.43		Su,W							
Midway Island . . . . .	BRO P*	16	09	15	Dly				IDL AF	125	92	M,Th,Sa				Paramaribo, Surinam . . . . .	CRP P*	.67	.43		Su,W								
Midway Island . . . . .	CRP P*	15	10	15	Dly				IDL AF	125	92	M,Th,Sa				Paramaribo, Surinam . . . . .	LAX P*	.81	.57		Su,W								
Midway Island . . . . .	LAX P*	23	15	15	Dly				IDL SR	123	92	Su,W				Paramaribo, Surinam . . . . .	MIA K	.87	.53		Su,W,Sa								
Midway Island . . . . .	MSV TA	51	30	15	M,W,F				IDL SR	117	88	Su,W				Paramaribo, Surinam . . . . .	L.G.A. AO*	1.06	.82	.15	Dly								
Midway Island . . . . .	DAL A	20	15	15	Dly				IDL SR	117	88	M,Th,Sa				Paramaribo, Surinam . . . . .	IDL S	1.12	.82		M,Th,Sa								
Midway Island . . . . .	LAX A	38	15	15	Dly				IDL SR	117	88	M,Th,Sa				Paramaribo, Surinam . . . . .	L.G.A. TR	.83	.70		Dly								
Midway Island . . . . .	ELP A	25	15	15	Dly				IDL SR	117	88	M,Th,Sa				Paramaribo, Surinam . . . . .	IDL SW	.91	.74		Su,M,T,Th,F								
Midway Island . . . . .	SAT A	30	15	15	Dly				IDL SR	117	88	M,Th,Sa				Paramaribo, Surinam . . . . .	L.G.A. BO	1.09	.82		Su,M,T,W,F								
Midway Island . . . . .	HOU SK* . . . . .	See Note SK		M,W,F					IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL SF	1.09	.82		Dly								
Midway Island . . . . .	LAX P*	11	80	15	Su,T,W,Th,F				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	BOS AF	1.07	.82										
Midway Island . . . . .	SFO BO	18	80	15	Su,T,W,Th,F				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL K	1.09	.82		Dly								
Midway Island . . . . .	PDX P	18	80	15	Su,W				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	L.G.A. TR	.83	.70		Dly								
Midway Island . . . . .	SEC P	18	80	15	Su,W				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL TW	.83	.70		Dly								
Milan, Italy . . . . .	OAK TR	105	77	07					IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	HFD TR	.83	.70		Dly								
Milan, Italy . . . . .	IDL AF	100	90	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL SW	.91	.74		Su,M,T,Th,F								
Milan, Italy . . . . .	IDL AF	100	18	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	L.G.A. P*	.64	.39		M,Th								
Milan, Italy . . . . .	IDL SS	100	85	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	MIA P*	.57	.33		M,Th								
Milan, Italy . . . . .	IDL SS	100	95	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	MSV P*	.64	.40		M,Th								
Minatitlan, Mexico . . . . .	MIA P*	37	19	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	HOU P*	.67	.43		Su,W								
Minatitlan, Mexico . . . . .	MSV P*	31	17	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	DCA TW	.81	.58		Su,W								
Minatitlan, Mexico . . . . .	HOU P*	23	18	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	YIP TW	.114	.87		Su,W								
Minatitlan, Mexico . . . . .	BRO P*	21	13	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	CHI TW	.116	.89		Su,W								
Minatitlan, Mexico . . . . .	CRP P*	22	16	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	L.G.A. P*	.100	.82		Dly								
Monterrey, Mexico . . . . .	LAX P*	37	25	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	BON TC	.106	.80		Dly								
Montevideo, Uruguay . . . . .	L.G.A. BO	22	23	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	EWR TC	.55	.45		T,Tb								
Montevideo, Uruguay . . . . .	MIA P*	50	86	15	Twice Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	BOS P*	.55	.45		T,Tb								
Montevideo, Uruguay . . . . .	MIA P*	43	80	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Montevideo, Uruguay . . . . .	MSV P*	50	87	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Montevideo, Uruguay . . . . .	HOU P*	153	90	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Montevideo, Uruguay . . . . .	BRO P*	153	90	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Montevideo, Uruguay . . . . .	CRP P*	153	90	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Montevideo, Uruguay . . . . .	LAX P*	74	50	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Montevideo, Uruguay . . . . .	NLD P*	18	15	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Montevideo, Uruguay . . . . .	L.G.A. BO	21	.91	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Montevideo, Uruguay . . . . .	BOS AF*	15	88	15	M				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Montevideo, Uruguay . . . . .	IDL AF	15	87	15	M				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Munich, Germany . . . . .	L.G.A. BO	28	30	15	T,W,Sa				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Munich, Germany . . . . .	BRO P*	28	30	15	T,W,Sa				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Munich, Germany . . . . .	L.G.A. AO*	171	965	21	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Nairobi, Kenya . . . . .	IDL SS	20	90	15	Su,M,W,F				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Nairobi, Kenya . . . . .	IDL K	20	.90	15	T,F				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Nairobi, Kenya . . . . .	L.G.A. BO	26	.98	15	M				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Nairobi, Kenya . . . . .	IDL S	23	1.67	15	M,Th,Sa				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Nairobi, Kenya . . . . .	IDL P*	23	1.70	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Nairobi, Kenya . . . . .	BOS F	188	141	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Nairobi, Kenya . . . . .	IDL S	23	1.67	15	M,Th,Sa				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Nairobi, Kenya . . . . .	IDL P*	23	1.70	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Nairobi, Kenya . . . . .	IDL P*	23	1.70	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Nairobi, Kenya . . . . .	IDL P*	23	1.70	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . . . .	IDL P*	.56	.45		T,Tb								
Nairobi, Kenya . . . . .	IDL P*	23	1.70	15	Dly				IDL SR	150	113	Su,M,T,Th,F				Paramaribo, Surinam . . .													

## INTERNATIONAL CARGO TABLES — Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	
		Per Lb. (U.S.)	Per Lb. (Over 100 Lbs.)	Per 100 Value				Per Lb. (U.S.)	Per Lb. (Over 100 Lbs.)	Per 100 Value				Per Lb. (U.S.)	Per Lb. (Over 100 Lbs.)	Per 100 Value		
Prague, Cont'd....	HFD TR	1.00	.85	12		St. Croix, Coat'd...	MIA P*	.20	.15	.15	Th,Sa		Sao Salvador, Cont'd	CRF P*	1.28	.75	15	Dly except Th
"	IDL SW	1.03	.90	20		St. John, N.B.	BOS T*	2.14	.056		Dly		LAX P	1.42	.89	15	Dly except Th	
"	LGA BO	1.20	.90	15		St. John, Antigua	LGA P*	.34	.24	.15	Th,Sa		EDF NW	2.26	1.70	15	Four Willy	
"	IDL SS	1.20	.90	15		B.W.I.	MIA P*	.25	.18	.15	Th,Sa		CHI NW	2.26	1.70	15	Dly except	
"	IDL AF	1.20	.90	15		St. Johns, N. F.	MIA AO*	.42	.32	.15	Dly		CHE NW	2.26	1.70	15	Four Willy	
"	BOS AF	1.18	.88	15		"	MIA P*	.25	.18	.15	M.W,F,Sa		YIP NW	2.26	1.70	15	Four Willy	
"	IDL K	1.20	.90	15		"	BOS T	4.80	1855		Dly		LAX NW	2.26	1.70	15	Four Willy	
"	EWR TC	1.00	.85	25		St. Lucia, B.W.I.	MIA P*	.40	.27	.15	Th,Sa		MKE NW	2.26	1.70	15	Four Willy	
"	IDL SW	1.30	.95	25		"	MIA P*	.33	.21	.15	Th,Sa		MPS NW	2.26	1.70	15	Four Willy	
Preston, Cuba	MIA P*	2.0	10	15	Dly	St. Thomas, Virg Is. (U.S.)	LGA P*	.26	.21	.15	Th,Sa		PIT NW	2.26	1.70	15	Four Willy	
Prestwick, Scotland	LGA BO	.96	.72	15	M,W,Sa	"	MIA P*	.19	.15	.15	Th,Sa		PDX NW	2.26	1.70	15	Four Willy	
"	BOS AO	.93	.70	15	M	"	IDL SR	2.02	1.52	.15	M.S,M.T,Th,F		SFO NW	2.26	1.70	15	Four Willy	
"	IDL SS	.96	.72	20	Dly	Salisbury, So. Rhod.	LGA AO*	.25	.22	.15	Dly		SEC NW	2.26	1.70	15	Four Willy	
"	UL T	.90	.68	20	Dly	"	BOS P	1.40	1855		Dly		DCA NW	2.26	1.70	15	Four Willy	
"	IDL SW	.81	.65	25		St. Lucia, B.W.I.	MIA P*	.40	.27	.15	Th,Sa		LAX P	2.40	1.80	15	Dly	
"	IDL K	.96	.72	15	T,Th,F,Sa	"	MIA P*	.33	.21	.15	Th,Sa		SFO P	2.40	1.80	15	Dly	
"	LGA BO	.96	.72	15	Su,T,F	Salta, Argentina	MIA P*	.14	.10	.15	F		PDX P	2.40	1.80	15	Dly	
Puebla, Puebla	DAL B	.41				"	MIA P*	.13	.08	.15	Th		SFO P	2.40	1.80	15	Dly	
"	FTW B	.41				"	BRO P*	.13	.08	.15	Th		SEC P	2.40	1.80	15	Dly	
"	LHD B	.27				"	CRP P*	.13	.08	.15	Th		DCA P	2.40	1.80	15	Dly	
"	SAB A	.34				"	LAX P	1.46	.92	.15	Th		LAX P	2.40	1.80	15	Dly	
Puerto Cabanas, Nic.	MSY TA	.60	.47			San Ignacio de Velasco, Bolivia	MIA P*	.16	.03	.15	M,F		OAR TR	2.40	1.80	15	F	
Puerto Cortez, Hond.	MSY TA	.45	.34			"	MIA P*	.22	.10	.15	M,F		PHL TR	2.40	1.80	10		
"	MEX TA	.25	.19			"	BOS T	1.25	.75	.15	Su,Th		HFD TR	2.40	1.80	10		
Puerto Suarez, Bolivia	MIA P*	1.16	.63	15	M,W,Sa	"	BRO P*	.25	.13	.15	Su,Th		IDL SW	.77	.61	15	M,W	
"	MSY P*	1.22	.73	15	M,W,Sa	"	BRO P*	.25	.13	.15	Su,Th		UL T	.95C	.72C	15	M,W	
"	BRO P*	1.25	.73	15	Su,T,F	"	BRO P*	.25	.13	.15	Su,Th		LGA BO	.92	.69	15	M,W	
"	LAX P	1.39	.87	15	Su,T,F	"	BRO P*	.25	.13	.15	Su,Th		IDL SR	.92	.69	15	Dly	
"	HOU P	1.25	.73	15	Su,T,F	"	BRO P*	.25	.13	.15	Su,Th		LGA TW	.92	.69	15	Su,W	
"	CRP P*	1.25	.73	15	Su,T,F	"	BRO P*	.25	.13	.15	Su,Th		BOS TW	.92	.69	15	Su,W	
Quito, Ecuador	CRP P*	1.25	.73	15	Su,T,F	"	BRO P*	.25	.13	.15	Su,Th		PHL TW	.94	.71	15	Su	
"	MSY P*	1.25	.73	15	Su,T,F	"	BRO P*	.25	.13	.15	Su,Th		HIP TW	.97	.74	15	Th	
Rangoon, India	LGA BO	2.09	1.57	15	Su,M,T,Th,F	"	BRO P*	.25	.13	.15	Su,Th		DCA TW	.95	.72	15	Su	
Recife (Pernambuco), Brazil	LGA P	1.14	.64	15	Dly except F	"	BRO P*	.25	.13	.15	Su,Th		CHI TW	.99	.76	15	Th	
"	MIA P	1.07	.58	15	Dly except F	"	BRO P*	.25	.13	.15	Su,Th		EWR TC	.75	.60	25		
"	MSY P	1.14	.65	15	Dly except F	"	BRO P*	.25	.13	.15	Su,Th		IDL SR	.75	.60	25	Su,W	
"	HOU P	1.17	.68	15	Dly except Th	"	BRO P*	.25	.13	.15	Su,Th		IDL K	.92	.69	25	Su,W,F	
"	BHD P	1.17	.68	15	Dly except Th	"	BRO P*	.25	.13	.15	Su,Th		PHL TR	.92	.69	25	Su,W,F	
"	CRP P	1.17	.68	15	Dly except Th	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	LAX P	.86	.58	15	Dly except Th	"	BRO P*	.25	.13	.15	Su,Th		HFD TR	2.45	1.57	25	Frequently	
Regina, Saskatchewan, Canada	LGA P	1.24	.70	15	Dly except F	"	BRO P*	.25	.13	.15	Su,Th		OAR TR	2.29	1.84	15	Su,M,T,Th,F	
Reunion Island	IDL AF	2.36	1.77	15	Weekly	"	BRO P*	.25	.13	.15	Su,Th		LGA BO	2.22	1.67	15	Su,M,T,Th,F	
Reykjavik, Iceland	BOS AF	2.34	1.75	15	Weekly	"	BRO P*	.25	.13	.15	Su,Th		IDL K	2.22	1.67	15	Su,T	
Rome, Italy	IDL AF	1.70	.50	15	M,W	"	BRO P*	.25	.13	.15	Su,Th		EWR TC	2.40	2.00	15	Su,T	
Roenne, Denmark	MSY SS	1.17	.74	15	W	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
Rome, Italy	IDL SS	1.17	.74	15	W	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
Rome, Italy	LGA AO*	1.36	1.02	15	Dly	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	MSY SS	1.36	1.02	15	M,Th,Sa	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	EWR TC	.65	.50			"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
Rio de Janeiro, Brazil	LGA P	1.24	.70	15	Dly	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	MIA P	1.17	.50	15	Dly	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	MSY P	1.24	.71	15	Dly	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	HOU P	1.26	.71	15	Dly	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	ELD A*	1.24	.80	20	Dly	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	LAX P	1.39	.87	15	Su,M	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	BOS AF	2.01	.51	15	Su,T,Sa	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	IDL SS	1.17	.85	15	M,W,F,Sa	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	LGA P	1.36	1.02	15	M,W,F,Sa	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	EWR TC	1.00	.50			"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	IDL SW	1.03	.90	20		"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	LGA BO	1.24	.94	15	Su,M,T,Th,F	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	IDL SS	1.24	.93	15	Su,M,W,F	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	IDL AF	1.24	.93	15	Dly	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	BOS AF	1.22	.90	15	Dly	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	IDL K	1.24	.93	15	Sa,T,W	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	LOA TW	1.36	1.02	15	Dly	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	BOS TW	1.22	.92	15	M,F,Sa	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	PHL TW	1.29	.99	15	Su	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	YIP TW	1.31	1.01	15	Tu,Sa	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	CHI TW	1.27	.97	15	Tu,Sa	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	IDL SR	1.24	.93	15	M,W,F,Sa	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	MSY P*	1.24	.93	15	Sa,T,W	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	LGA P	1.33	.95	15	T,Sa	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	BOS P	1.30	.93	15	T,Sa	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	EWR TC	1.00	.70	25		"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	IDL SR	1.02	.90	20		"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	LGA BO	1.24	.94	15	Su,M,T,Th,F	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	IDL SS	1.24	.93	15	Su,M,W,F	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	IDL AF	1.24	.93	15	Dly	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	BOS AF	1.23	.93	15	Dly	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	IDL K	1.24	.93	15	Tu,Sa	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	LOA TW	1.36	1.02	15	Dly	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	BOS TW	1.22	.92	15	M,F,Sa	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	PHL TW	1.29	.99	15	Su	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	YIP TW	1.31	1.01	15	Tu,Sa	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	CHI TW	1.27	.97	15	Tu,Sa	"	BRO P*	.25	.13	.15	Su,Th		SINGAPORE, Mal. St.	2.45	1.57	25	Frequently	
"	IDL																	

**INTERNATIONAL CAREER TABLES—Continued**

RATES (See Note)										RATES (See Note)										RATES (See Note)									
Destination	Airport and Airline	U.S. (\$) Per Lb.	Int'l. (\$) Per Lb.	Per 100 Lbs.	Per \$100 Value	Depart	Destination	Airport and Airline	U.S. (\$) Per Lb.	Int'l. (\$) Per Lb.	Per 100 Lbs.	Per \$100 Value	Depart	Destination	Airport and Airline	U.S. (\$) Per Lb.	Int'l. (\$) Per Lb.	Per 100 Lbs.	Per \$100 Value	Depart									
Tananesario, Cost'd.	BOS AF	2.28	1.71	.15			Trujillo, Honduras	MSY TA	.48	.37				M.W.Y															
Tanger, Morocco	LGA AF* <sup>1</sup>	1.81	1.18	.15		Dly	MEX TA	.48	.37				T.Th.Ba																
"	IDL AF	1.81	1.18	.15			CDE NW*	2.12	1.55	.15			Few Wkly																
"	BOS AF	1.26	.95	.15			VIP	2.81	2.14	.15			Few Wkly																
Tapachula, Mexico	IDL S*	1.63	1.22	.15	M.Th.Ba		LAX NW*	2.63	2.01	.15			Few Wkly																
"	MIA P*	.43	.31	.15	M.W.F		MKE NW*	2.79	2.13	.15			Few Wkly																
"	MST P*	.39	.19	.15	M.W.F		MPA NW*	2.77	2.11	.15			Few Wkly																
"	HOU P*	.39	.21	.15	T.Th.Ba		LGA NW*	2.96	2.11	.15			Few Wkly																
"	BRO P*	.27	.17	.15	T.Th.Ba		PFT NW*	2.81	2.11	.15			Few Wkly																
"	CRP P*	.28	.19	.15	T.Th.Ba		PDX NW*	2.63	2.01	.15			Few Wkly																
"	LAX P*	.43	.33	.15	M.W.F		SFO NW*	2.63	2.01	.15			Few Wkly																
Tegucigalpa, Honduras	MIA P*	.47	.32	.15	Dly		SEC NW*	2.63	2.01	.15			Few Wkly																
"	MST P*	.40	.22	.15	Dly		DCA NW*	2.84	2.16	.15			Few Wkly																
"	BOU P*	.39	.26	.15	Dly																								
"	BRO P*	.37	.22	.15	Dly																								
"	CRP P*	.38	.25	.15	Dly																								
"	LAX P*	.43	.35	.10	Dly																								
"	MSY TA	.43	.22	.15	M.T.W.Th.F																								
"	MEX TA	.23	.16		T.Th.Ba																								
"	HOU SK	-	-	-	Note SK																								
"	MIS SK	-	-	-	Note SK																								
Tehran, Iran	AO* <sup>2</sup>	2.10	1.67	.20	Dly																								
"	LGA P*	.50	.35	.15	M.M.T.Th.F																								
"	IDL AF	1.78	1.32	.15	Weekly																								
"	BOS AF	1.74	1.30	.15																									
"	IDL K	1.76	1.32	.15	Se																								
"	IDL S	1.78	1.32	.15	MS.W.F																								
"	EWR TC	1.70	.39		Frequently																								
Tela, Honduras	MIS TA	.46	.35		M.W.F																								
"	TXA P	.34	.24		T.Th.Ba																								
Tokyo, Japan	LGA P	3.24	.79	.15	MS.W.F																								
"	BOS BO	2.56	1.17	.15	MS.M.T.Th.F																								
"	BOS P	3.21	.27	.15	MS.W.F																								
"	LAX P	3.25	1.78	.15	MS.W.F																								
"	SFO P	3.25	1.76	.15	M.Th.F																								
"	EDF P	3.25	1.76	.15	Dly																								
"	EDF NW	2.26	1.70	.15	Few Wkly																								
"	CHI NW	2.26	1.70	.15	Few Wkly																								
"	CLE NW	2.26	1.70	.15	Few Wkly																								
"	YIP NW	2.26	1.70	.15	Few Wkly																								
"	LAX NW	2.26	1.70	.15	Few Wkly																								
"	MKE NW	2.26	1.70	.15	Few Wkly																								
"	MPS NW	2.26	1.70	.15	Few Wkly																								
"	LGA NW	2.26	1.70	.15	Few Wkly																								
"	PIT NW	2.26	1.70	.15	Few Wkly																								
"	PDX NW	2.26	1.70	.15	Few Wkly																								
"	SFO NW	2.26	1.70	.15	Few Wkly																								
"	DCA NW	2.26	1.70	.15	Few Wkly																								
"	BOS A*	2.60	1.85	.15	Dly																								
"	CHI A*	2.51	.88	.15	Dly																								
"	YIP A*	2.53	1.90	.15	Dly																								
"	LGA A*	2.56	1.94	.15	Dly																								
"	DCA A*	2.56	1.94	.15	Dly																								
"	OAK TR	1.80	1.11	.124																									
Toronto, Ont., Canada	LGA A	.12	.07	.04	Dly																								
"	LGA TA	.16	.041	.04	Dly																								
Trieste, Italy	IDL AF	1.14	.86	.15																									
"	BOS AF	1.12	.84	.15																									
"	LGA O*	1.47	1.103	.27																									
Trinidad, Cuba	MIA P*	.15	.09	.15	Dly																								
"	BOS P*	1.49	1.116	.21	Se, Th																								
"	LGA TW	.33	.09	.15																									
"	CHI TW	1.72	.104	.15																									
"	YIP TW	1.40	.07	.15																									
"	LGA TW	1.35	.02	.15																									
"	PHL TW	1.27	.04	.15																									
"	DCA TW	1.38	.05	.15																									
Vancouver, B.C., Canada	SEC U	.04	.021	.10	Dly																								
"	LGA U	.96	.255	.10																									
"	LGA T*	10.13	.375	.10																									
"	SFO BO*	.11	.06	.15																									
"	HJR BC	.82	.61	.15																									
"	MIA P*	.12	.06	.15	Dly																								
"	IDL AF	1.46	.94	.15																									
"	Veracruz, Mexico	MIA P*	.39	.19	.15	Dly																							
"	MSY P*	.44	.18	.15	Dly																								
"	HOU P*	.21	.18	.15	Dly																								
"	BRO P*	.20	.13	.15	Dly																								
"	CRP P*	.20	.13	.15	Dly																								
"	LAX P*	.35	.28	.15	Dly																								
"	DAL B	.42	.42	.15	Dly																								
"	FTW B	.42	.42	.15	Dly																								
"	LRD B	.28	.28	.15	Dly																								
"	SAT B	.35	.35	.15	Dly																								
Victoria, Brazil	LGA P*	1.30	.74	.20																									
"	MIA P	1.23	.68	.20																									
"	MSY P	1.20	.65	.20																									
"	HOU P*	1.33	.78	.20																									
"	BRO P*	1.33	.78	.20																									
"	CRP P*	1.33	.78	.20																									
"	LAX P*	1.47	.80	.20																									
Victoria, B.C., Mexico	LGA P*	1.30	.74	.20																									
"	MSY P	1.23	.68	.20																									
"	Victoria Falls, S. Rhodesia	LGA BO	2.03	1.82	.20																								
"	Vienna, Austria	LGA BO	1.36	.96	.20																								
"	Villahermosa, Mexico	MIA P*	1.34	1.02	.20																								
"	Visby, Sweden	IDL SS	1.17	.80	.20																								
"	Wadi Haifa, Eng. & Jordan	LGA BO	1.85	1.21	.20																								
"	Wake Island	LAX P	1.54	1.16	.20																								
"	Wangerooge, Man., Canada	SFO P	1.54	1.16	.20																								
"	Whitehorse, Canada	SEC P	.35	.14	.10																								
"	Windhoek, Orl., Canada	LGA A	.20	.13	.10																								
"	Winnipeg, Man., Canada	LGA T*	.57	.30	.10																								
"	GFK W	.04	.04	.10																									
"	Zagreb, Yugoslavia	LGA AO*	1.45	1.065	.21																								
"	Zurich, Switzerland	LGA O*	1.22	.93	.20																								
"	IDL SR	1.16	.87	.15																									
"	IDL SS	1.16	.87	.15</																									

**International Air Cargo Rates** are a standard feature in **AIR TRANSPORTATION AGREEMENTS**.

**PORTATION.** This is another typical service for air shippers who require up-

**to-the-minute data. The rates appearing in this issue were current at press time.**



## PROGRESSIVE PROTECTION FOR 150 YEARS

The passing years bring an aura of high adventure and romance to many a long forgotten tale of danger and death. However, swashbuckling pirates\* who preyed upon the thriving trade between New England and the Barbadoes, were a fearsome risk, when Providence Washington wrote its first policy at the Coffee House in 1799.

Today's cargoes and carriers, by land, sea and air continue to get complete dependable protection from point of origin to final destination, when the insurance is placed with Providence Washington.

You will find Providence Washington branch service offices and agents in principal cities from coast to coast.

*\*Old records reveal that the directors of the Providence Washington voted to award \$300.00 (a princely sum in those days) to Mate Edward Dobson of the Brig Crawford for "the Saving of the Brig and Cargo from the late scenes of Piracy and murders Committed on board that Vessel".*



PROVIDENCE WASHINGTON INSURANCE COMPANY • ANCHOR INSURANCE COMPANY • PROVIDENCE, RHODE ISLAND

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# THE 513<sup>TH</sup> *On the Go!*



**Fifth in a series of stories on the Troop Carrier Groups who made history  
in Operation Vittles—the most outstanding air cargo job of all times**

**R**HEIN MAIN, GERMANY—They say this is a muddy place in the Winter. To buttress this statement, there is a story hereabouts of an officer of the VR-6 Air Transport Squadron, Navy component of the 513th Troop Carrier Group, who, while sloshing along in the mud, found a white cap under his feet. He stooped to pick it up, and lo!—a head was underneath.

"What are you doing down there, sailor?" the officer demanded.

A hand came up to the head in salute. "Trying to start my jeep, sir," the head replied.

Of course, the preceding falls under the heading of Vittles Humor; but the verbal barrages aimed at the Rhein Main mud have been so highly colored that repetition here probably would bring us into mortal conflict with the postal authorities. The point is that the mud had virtually no effect on the Berlin airlift.

Before the airlift began to taper off as a result of the settlement between the disagreeing powers, someone here sat down with pencil, paper, and a sheaf of statistics, and figured out the percentage of time on duty spent by Vittles pilots. The final figure proved to be 43 percent. And don't play down the on-duty time spent by the ground crews.

The 513th Troop Carrier Group, which is composed of the 330th, 331st, and 332 Troop Carrier Groups and the VR-6 Air Transport Squadron previously mentioned, is one of the two Groups comprising the 7497th Airlift Wing, commanded by Colonel Stanley

By RICHARD MALKIN  
*Managing Editor  
Air Transportation*

VR-6 whose even dozen *Skymasters* flew from Guam to join the 513th TCG on Armistice Day, 1948. If the truth must be known, the two Navy squadrons were the real stars of the airlift. (The second Navy squadron is VR-8, attached to the 61st TCG.)

It was only natural that the keenest sort of rivalry should exist between the 513th and the 61st. Probably the biggest reason was that both Groups were based at Rhein Main. Efficiency ratings of these Groups always were close. On the Howgoit Board—a daily tabular record issued by the *Task Force Times*—the 513th and 61st nearly always clung to each other, struggling for top honors. Here's a typical newspaper report of the 513th's cargo-hauling activities:

"The 513th TCG made the competition interesting by hauling 28,463.3 tons for 99.9 percent efficiency in January, 25,011.5 for 99.6 percent in February, and 31,336.4 for 106.6 percent in March."

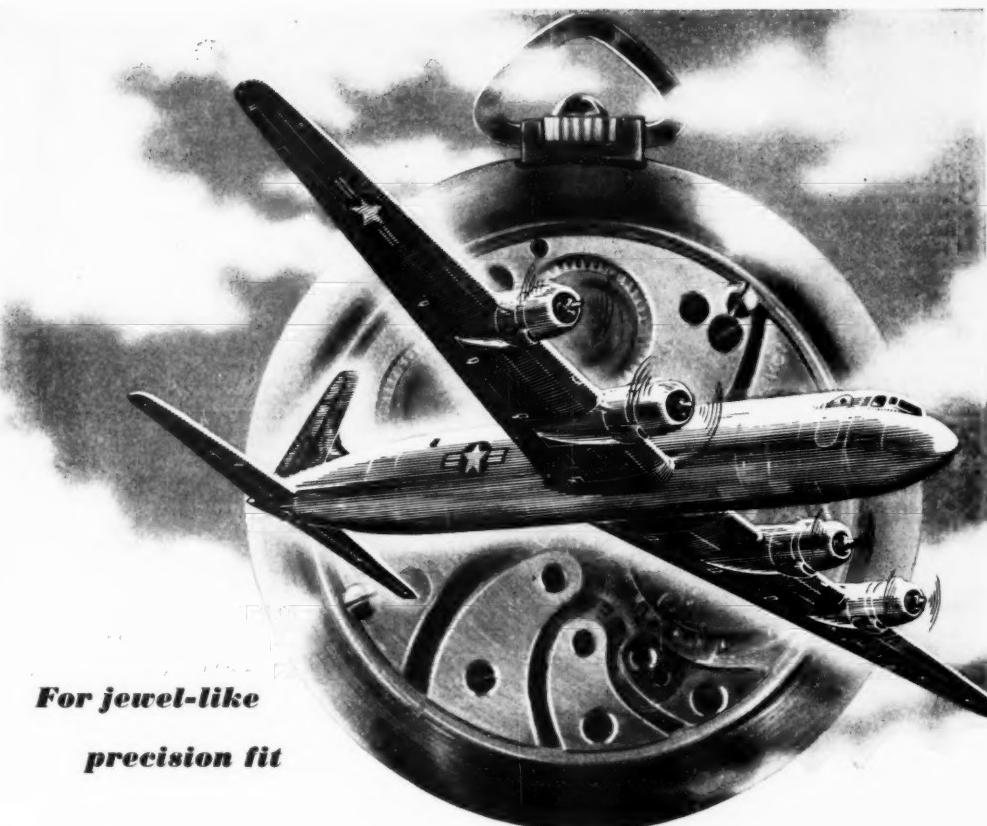
Not even a World Series game captured more interest than the Howgoit Board. I was present the time the 60th TCG, based at Wiesbaden, posted a claim to the effect that it was the second Group to exceed its monthly quota of Berlin-bound freight. The shriek emitted from the 513th's headquarters jostled the local natives' memories back to the days of air raid alerts.

"What's the goddam idea?" an officer of the 513th yelled. "We beat 'em by exactly seven minutes."

A later check proved that the 513th's

(Continued on Page 94)

Which brings us to Navy Squadron



**For jewel-like  
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**Your planes pay off in the air  
... save time and maintenance headaches!**

Every hour your transport is on the ground it is costing you money.

That is why we urge all operators—and the military services as well—to specify *genuine* Douglas CAA-approved parts.

With prices down 10%, Douglas parts offer top economy. All parts are manufactured to Douglas quality standards. Their exact precision fit eliminates

costly time charges... gets planes back in service hours sooner. Over 50% of all parts ordered are *ready for immediate shipment!*

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DOUGLAS AIRCRAFT COMPANY, INC., SANTA MONICA, CALIFORNIA



MORE PEOPLE FLY MORE PLACES BY DOUGLAS



(REG. U. S. PAT. OFF.)

**SCANDINAVIAN AIRLINES SYSTEM** has inaugurated direct New York-Hamburg service, marking the first time that that German city has been linked to the United States by one-carrier service. DC-6s do the transport job, departing on Fridays and arriving in Hamburg the following day. Return flights leave the German city on Mondays, landing at Idlewild on Tuesdays. Other days of the week, the city is served by SAS through its own connecting services.

Another inaugural flight was scheduled for October 26—New York to Asiatic points—via one carrier. Route: New York-Copenhagen, Zurich, Rome, Damascus, Karachi, Calcutta, Bangkok.

**Resumption of KLM service** to Lydda, Israel, was announced last month. *Constellations* connect at Amsterdam with KLM's DC-6s, which fly non-stop to Lydda.

October was the month KLM celebrated its 30th anniversary, which makes it the grandfather of all existing civil air transport companies. KLM, which now serves Europe, the Near and Far East, and North and South America, boasts a number of important firsts:

- It operated the first closed-cabin passenger plane.
- It opened the first air-travel booking office.
- It operated the first long-distance charter flight.
- It operated, for many years, the world's longest air route.
- It was the first European airline to operate a transatlantic service to New York.
- It was the first airline to carry a flight engineer.

Dr. Albert Plesman, president of the Dutch airline, also heads the International Air Transport Association.

**In exchange for three DC-3s**, Pan American World Airways has acquired a 36 percent interest in Middle East Airlines of Lebanon. MEA operates scheduled services from Beirut to Cairo, Damascus, Baghdad, and Nicosia, as well as charter flights to the Persian Gulf area and Turkey.

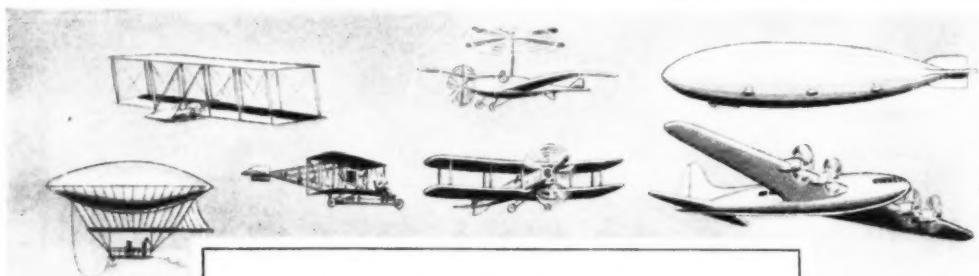
Pan Am's Pacific-Alaska Division reports record loads of cargo during the first half of this year. According to Harvey Hancock, division traffic manager, cargo and mail jumped 52 percent above the January-June, 1948, figures.

The Hawaiian dock strike, which lasted from May through August, was a boon to Pan Am's Mainland-to-Hawaii cargo totals. The 709,909 pounds hauled during the four months represented a 318 percent increase over the figures for the same period last year. Perishables formed a large part of the cargo flown from the Mainland.

If Humphrey Tooney, Pan Am's Latin American Division head, is correct, jet liners soon will be operating between Miami and Panama in about two hours. Predicting airplane speeds of 550 miles an hour, he pointed out two requirements for such speeds: fast planes and fast airports. We know plenty of cargo men who will agree—particularly with the latter requisite.

The question of that planned Pan American Overseas merger has been extended mutually to March 13, 1950. On that date, either PAA or AOA will have to extend the purchase agreement to June 13 of the same year. According to the revised agreement, Pan Am shall pay \$17,450,000 for the assets of AOA, assuming in addition the liabilities of the latter.

**The figures prove it:** Seaboard and Western Airlines' United States Swimmers  
*(continued on Page 95)*



### The STATE STREET TRUST COMPANY

Main Office: Corner State and Congress Streets

BOSTON, MASSACHUSETTS

Invites you to visit its Union Trust Office,  
at 24 Federal Street, where you will  
find an unusual collection of

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which we believe will add  
to your enjoyment  
when visiting Boston.





MR. JOE TRAEGER,  
General Manager  
Cuban American Export  
Miami, Florida

## "Everything we ship, from A to Z, gets there sooner by Clipper Cargo!"

Here are just a few of the items Cuban American Export ships by Clipper Cargo:

Auto and aviation parts  
Cattle  
Electric motors, eggs  
Generators  
Horses, hosiery  
Jeeps, jewelry  
Leather goods, lobsters  
Medicines, meats, milk  
Optical goods, orchids, oil  
Radios, refrigerators  
Saddles, shoes  
Vitamins, valves  
Yeast, yacht supplies  
Zinc plates, zircon rings

"Seventeen years ago, we started shipping small packages of medical and optical supplies by Clipper Cargo. Today, we are shipping everything from A to Z. in cargoes up to 22,000 lbs. And we feel this has only scratched the surface!"

"We are continuing to increase our Clipper Cargo shipments because we know that we can depend on Pan American's schedules for fast delivery to remote places in the world. We also know that we can depend on Pan American's prompt and reliable collection on our C.O.D. shipments."

Today, more than ever, business leaders are looking for better methods of distribution . . . new markets . . . and ways to protect present markets against rising competition.

That is why more alert businessmen are shipping by the World's Most Experienced Airline . . . and why Pan American carries more overseas cargo than all other United States scheduled airlines combined.

Learn how Pan American can bring more business to your company. Today, call your Clipper Cargo Agent or your local Pan American World Airways office.

Only Pan American offers the advantages of

# CLIPPER CARGO

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## No. 8 HEAVY CARGO

### VERIFIED CASE HISTORIES TO HELP THE SHIPPER

#### American

One of the largest shipments of air freight via American Airlines originated in Texas when a 20,000 KVA turbine generator broke down at the Dallas Power and Light Company last Winter.

This generator was going to help bear the load of Dallas' power supply for the coming Summer. A quick repair job was needed. Much of the work had to be done at General Electric Company's plant in Schenectady, New York. The problem was to get 40,000 pounds of laminations (iron) to Schenectady and back as soon as possible.

American Airlines pointed out to the company that the laminations could be transported from Dallas to Schenectady in about 10 hours—a saving of several days over surface transportation.

Officials of the Dallas Power and Light Company decided to use air freight. Three shipments were made to Schenectady on successive days, totaling 38,000 pounds. A return movement was made of about 20,000—making a two-way total of almost 60,000 pounds.

The Service Engineer, GE's house organ, told of another outstanding example of a turbine generator which had been damaged, being fixed in "just four months and five days after failure." With air freight, a much bigger job was completed in "record time of seven weeks and four days."

#### Braniff

When Ecuador was struck by a devastating earthquake early in August, Braniff International Airways, which serves that South American country with four-engine airliners, was right on the job transporting supplies. The largest single item transported by Braniff was a 2,000-pound water purifying unit, donated by the manufacturer. The airline carried the water purifying equipment free of charge to stricken regions, also transporting some 15,000 pounds of other emergency earthquake relief supplies to Ecuador.

The water purifying unit was loaded in a Braniff plane at Dallas, and reached Guayaquil 15 hours later. Tom Collins, sales representative of the company that donated the unit was given transportation to Ecuador, along with the unit. Ecuadorian Red Cross officials met the Braniff plane, and transferred Collins and the equipment he accompanied to another plane which flew them to Ambato, center of the quake area. As the quake had destroyed all electricity sources, a gasoline pump was taken along to operate the purifier.

For a time the Braniff-transported purifier was the only source of pure water in the Ambato region. The unit was set up at a creek and lines of natives filed by to obtain the precious water.

Galo Plaza Lasso, President of Ecu-

dor, personally thanked Collins and Braniff for their first-rate job.

#### Colonial

An emergency telephone call was received by Colonial Airlines Air Cargo Department one evening in the Fall of 1947 and inquiry was made by the steamship line about flying a 1,580-pound ship's propeller to a stranded vessel in Bermuda, and in a hurry. It was the *S.S. Leondras*, they stated, and she was loaded and scheduled to depart within a 48-hour period.

At 10:00 a.m. the next morning the ton-and-a-half propeller valued at \$1,200 was loaded aboard the big Bermuda-bound colonial *Skycruiser* and ready to take off for the coral isles at the daily scheduled time of 11:30 a.m.

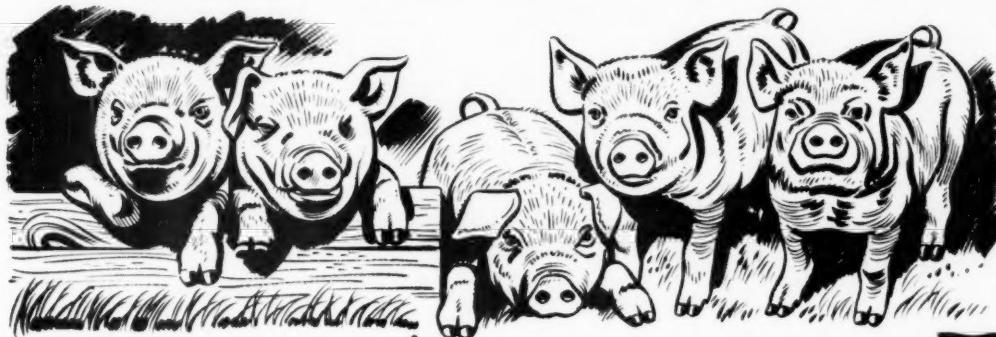
Through the efforts of Colonial's freight department, all customs procedures were expedited at the Bermuda end, facilitating delivery of the huge wheel from Bermuda's Kindley Field to Hamilton Harbor, a distance of 15 miles. Bermuda's narrow, winding roads and its speed limit of 20 miles per hour are in this respect prohibitive to expeditious surface movement of especially cumbersome cargo. However, Colonial arranged with one of the few local trucking concerns to transport the huge propeller with minimum delay.

Needless to say, the prop was installed on the big steamer and departure was effected on schedule.

(Continued on Page 98)

# ALONG THE WAY...OF TWA

THESE LITTLE PIGS "FLEW" TO MARKET....



UP...UP...UP...



TWA AIR CARGO AND MAIL CARRIED FIRST SIX MONTHS OF 1949 EXCEEDED 17,800,000 TON MILES. IN LIKE PERIOD, TWA INTERNATIONAL AIR CARGO INCREASED

87%. EVERY DAY...MORE AND MORE SHIPPERS USE TWA. BETTER GET RATES...THEY'RE LOWEST IN TWA HISTORY!

300 MARKET ST.

USE STREET ADDRESS

HELPS SPEED SHIPMENTS TO DESTINATION. COMPLETE ADDRESS PREVENTS MISTAKES...ELIMINATES DELAYS...INSURES PROMPT HANDLING.

BLUE-BLOOD PORKERS...PRIDE OF THE MID-WEST...RECENTLY TOOK TO THE AIR ABOARD A COMFORTABLE TWA (TRANS WORLD AIRLINE) ALL-CARGO PLANE BOUND FOR ROME. PIGGIES WERE CONSIGNMENT TO ITALIAN EXPERIMENTAL AGRICULTURAL STATION AT CREMONA. WHY NOT LOOK INTO THIS EASY...LOW-COST WAY OF SHIPPING ALMOST ANYTHING ALMOST ANYWHERE? MAY SAVE YOU MONEY.



"GENEVA"

SYMBOL USED TO FACILITATE IDENTIFICATION OF TWA AIR

CARGO DESTINED TO SWISS CENTER. EACH OVERSEAS PORT OF CALL HAS ITS OWN MARK STAMPED ON LABELS (TWA DOES THE STAMPING) SPEEDS SHIPMENTS ABOARD TWA ALL-CARGO "GLOBE FREIGHTERS." KEEP TWA IN MIND.

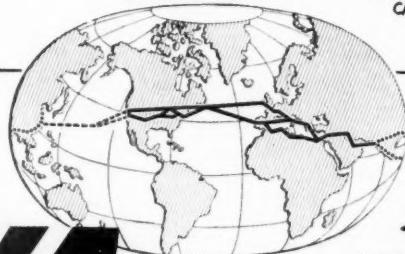


TWA PICK-UP SERVICE

SHIPPIERS ALMOST EVERYWHERE GET TWA AIR CARGO MOVING FAST BY PHONING NEAREST TWA OFFICE AND REQUESTING THAT "PICK-UP" TRUCK CALL FOR SHIPMENT. CONVENIENT, SAVES TIME.

SHIPMENT GOT THERE . . .

Fact . . . You can easily get confirmation of safe arrival of your shipment overseas by phoning TWA a day or so after arrival. Call TWA or your own international freight forwarder.



SHIPMENT TO GO?

Fact . . . Fastest way is via TWA. TWA Air Cargo goes places in a hurry. Direct shipments without off-loading require less crating . . . save packing costs . . . save time . . . save worry and work. Be smart. Get details today about TWA. Air Parcel Post speeds small packages in the U. S. and Overseas.

**TWA**  
TRANS WORLD AIRLINE  
U. S. A. • EUROPE • AFRICA • ASIA

## BREAK DOWN THAT ANTI-AVIATION COMPLEX

(Continued from Page 9)

better, but there are signs that dawn is near. It is encouraging to see that British Overseas Airways Corporation are operating freight services on the Atlantic route, and British European Airways are operating similar services within their domain. These services will undoubtedly expand considerably especially when BOAC are able to put the Avro *Trader* into service.

There can be no economic success until and unless the barriers of conservatism and apathy are broken down, but I am afraid that this attitude toward air freight will persist for some time to come.

Aircraft, even the largest of them, are looked on as mere toys, and not bearing comparison in any way with shipping, but the design and construction of specialized freighters, especially in the United States, is making big strides and the cost per ton-mile being steadily reduced. This tendency is more clearly marked with the increase in size of aircraft.

The ton-mile cost may never reach such a low figure as is obtainable with the most economic cargo vessels, but the superior speed of air transport, *vis-à-vis* surface transport, will eventually more than compensate for the higher initial cost by reason of the increased turnover possible, and the reduction of capital charges.

### New Era in Transport

Beyond all doubt, we are on the threshold of a revolution in transport. It must be clearly realized that despite the remarkable progress made in recent years, aviation is still in its infancy, and the *dernier cri* of today will be a museum piece and/or outmoded practice in a few years hence. The apathy among shipping people is due to ignorance, a lack of appreciation of what air transport is, and no imagination as regards its future potential value and greatness.

Once this barrier is broken down, I think we shall start to get somewhere. What is wanted is education, on a comprehensive and universal scale. It is not enough merely to inform people of the existence of the Baltic Exchange and the facilities it offers, nor will brochures, leaflets and pamphlets, however attractively produced, make any real impression. They are too easily forgotten—if they are read at all.

It is reasonable to suppose that there must be a very considerable amount of cargo available in various parts of the

world which would bear air-freight rates, if only shippers and agents were air-freight minded, and thought in terms of air transport. Such cargoes are probably available not only from the port of origin to London, but to other destinations in other countries—thus universal air transport education will ultimately encourage air tramping, a development we all want to see.

The "Educational centers," for want of a better term, would need to be carefully selected, and the views of the Exchange would be represented not only to shipping agents, exporters and importers, but to embassies, legations, consulates, trade commissioners and other appropriate international bodies. People would be able to ask as many questions as they liked, *on the spot*, and receive full and satisfactory answers. It would take time and cost money, but such a course would pay handsome dividends in the long run—both in cash and prestige. Air cargo is here to stay and can be developed by taking bold and decisive action—but it must be done now.

With the gradual breakdown of the anti-aviation complex, the flow of air freight will be stimulated, firm inquiries from overseas shipping agencies, etc., will increase, and—a very important factor—aircraft operators will be enabled to quote on a one-way

charter basis, knowing that there is a very reasonable chance of obtaining return loads without undue risk.

This would benefit all parties—brokers, charterers and operators alike—as the days have gone when a charterer will pay for the round trip, with an empty flight in one direction. That kind of thing does not happen in shipping practice, and its elimination from air transport should have the highest priority; air-freight charter simply does not stand a chance until it is eliminated.

As in shipping, there are bound to be "in ballast" journeys, but these will naturally be kept as short as possible, and the business procedure governing such voyages will no doubt follow a close parallel to marine custom, in which quotations are made on a tonnage, as opposed to a mileage, basis.

### Market Research

A great deal of work needs to be done on market research. This is of paramount importance, and a curriculum of export market study should be carefully worked out and correlated to the programme of overseas publicity, to ensure, as far as possible, a gradual build-up to a steady flow of exports and imports, giving all-the-year-round employment and utilization of aircraft, as against present spasmodic work with low and uneconomic utilization.

The present aircraft utilization figures of about 1,000-1,200 hours per annum are far too low, though it represents about the best that can be



Here's the much-publicized Avro C-102 Jetliner, designed by its builders, A. V. Roe, Canada Ltd., to fly 50 passengers and cargo at a maximum cruising speed of 427 miles per hour at 30,000 to 35,000 feet. Length is 82½ feet and wingspan is 98 feet, one inch.

achieved in present circumstances; we should aim for at least 3,000 hours per annum. There will always be what one may term "job lot" of work, i.e., irregular but urgent work, such as the supply of ships' machinery, spares, medicines, etc.

The evolution of air freight to date has been rather haphazard so that, with the possible exception of seasonal fruit traffic, there is little, if any, regular commodity trade. Even the fruit trade has fallen off severely, due to controlled retail prices and the post-war rehabilitation of European surface transport, which has made rapid strides in the last year or so, and can now provide refrigerated railway wagons.

### Exhaustive List

The range of items and products which would repay a detailed study is great, and the following selection is taken at random for an import and export list. Medical supplies; mining and quarry products; mining machinery; textiles, fresh fruit, vegetables and flowers; hides and skins; cutlery, hardware and implements; ships' machinery and spares; electrical goods, bulbs and apparatus; apparel; footwear; livestock (cattle and race-horses); rubber manufactures; chemicals, drugs, dyes, and colors; cosmetics; dairy produce; vehicles; tobacco and cigars; cameras; clocks and watches; film and other photographic material; optical instruments; ophthalmic instruments; surgical instruments; scientific instruments; radio telecommunication equipment; radio sets; television sets; radar equipment; telegraph and telephone equipment; valves; machinery of all kinds—typewriters, printing, gas and chemical; aircraft and aero engine parts. Manufactured articles in great variety . . . and so on. And the list is by no means exhaustive.

One well-known London air broker has said that if he had known two or three years ago what he knows today, he would never have arranged a freight charter or made a fixture of any kind until a thorough programme of market research had been undertaken, and a properly concerted plan of action had been drawn up. An intelligent study of market statistics would enable canvass for air-freight business to be well and profitably directed.

The same broker suggested another method of assessing the quantity of any particular commodity available; it is that all commodity parcels offering, from as low as one kilogram in weight upwards, should be declared, so that should the total be large enough, a commodity rate could be obtained from

the scheduled airlines for regular shipments. If the immediate quantity offered to any particular destination were large enough, it would be a clear indication that a charter should be sought and arranged.

In short, the idea is to start what may be termed a paper warehouse; the amounts could be entered on a large sheet of paper in charge of a responsible official, or even chalked on a blackboard. The suggestion has much to commend it, and should be an easy matter to put into practice. In fact, I believe that such a custom has already been inaugurated, with success, on the recently opened Paris Air Freight Exchange.

This brings me to the question of an operations chart or map showing up-to-date positions of aircraft in any given part of the world, and kept current from day to day, or from hour to hour if and when necessary. Unfortunately, such a chart does not exist, though its establishment was mooted over a year ago, and at the time acclaimed with great enthusiasm.

### Operators Blamed

I think the operating companies themselves are to blame to a great extent for this lapse, and not the brokers. There seems to be a marked reluctance on the part of operators to supply this vital information, presumably for fear that competitors should see the disposition of their aircraft.

While there is as yet no such chart there is, it is true, a notice board which purports to give information about aircraft movements and positions, but on examination, it proves to be nothing more than a series of letter headings of certain charter operators, stating that their machines (appropriate details of which are given) are available at any time to fly in any direction—from United Kingdom base. I suggest that this practice is wrongly conceived, and it is the job of the brokers to make it known on the Baltic what aircraft are available, and where.

With the world-wide expansion of air freight, the need for such a map or chart will become imperative, as brokers simply will not have the time to telephone operators one by one to ask them if they have an aircraft available at, say, Sydney or Singapore; the information must be on the chart—available at once for all to see. In any case, it is not the brokers' job to prize these facts out of the operators.

With the gradual conquest of inertia and the growth of air freight on sound, economic lines comes the all-important question of fleet re-equipment when

present aircraft, already obsolescent, are due for replacement. And that day is very near—much nearer than many realize.

There are no more converted bombers available at bargain prices, and I regard this as a good thing, because it means that our designers and constructors must now apply themselves seriously to the production of specialized freighters, i.e., functional aircraft, specifically designed to perform a highly specialized task.

*Dakotas, Yorks, Lancastrians and Haltons*, valiant warriors that they are, have had their day, and we would have been in a sorry plight without them, but quite obviously they cannot be expected efficiently and economically to fulfill a task for which they were never designed.

The subject of specialized freighters deserves a paper on its own, but unfortunately there is not the space to deal with it here. The Bristol Aeroplane Company, with commendable foresight, pioneered the Type 170 *Freighter*, and have now acquired a wealth of valuable operating experience and knowledge. It is a first-class machine in the short and medium haul category, and has proved itself thoroughly, as its success on the Berlin Airlift will testify.

The Paris Air Freight Exchange has already been mentioned; in addition, there is one now functioning at Antwerp, and it is proposed that one be started in Oslo. Others will undoubtedly follow in due course.

The world's air-freight charter companies form a young, keen industry of proven commercial, operational and technical ability. Given all reasonable help and a fair chance to expand, they will demonstrate conclusively that air transport can "fly by itself," and achieve in the air what has already been achieved on the seas. A great task lies ahead of the Baltic and other freight exchanges of the world.

*Break Down that Anti-Aviation Complex appears here through cooperation of Shell Aviation News.*

### GIRAFFES? NO!

(Continued from Page 15)

pressed belief that in a few years the airlines will do so much business hauling air cargo at a good profit that the CAB or whatever government body in control will have a difficult job keeping the airlines concerned with carrying passengers."

Those of us who bear the brunt of "unique cargo shipment" news releases can rest easy for the moment. So far, we have yet to hear of SAS having signed a contract with an animal dealer

who may insist on bringing over a sample giraffe. But knowing SAS' spirit of pioneering, it is conceivable that, in the not-too-distant future, we will some morning find that we've been invited to a press preview of SAS' new "Retractable Giraffe Accommodator." When not being used by the long-necked, silent citizen of the African veldt, it will be a double-in-brass gimmick for the long-legged and not-so-silent passenger aboard SAS' wonder-

ful luxury planes. It must come to that! We know, because we once tried to get a giraffe to lower his conning tower so he'd fit into a picture we were trying to take. Maybe an SAS agent had the same experience trying to fit one into a plane, with the same luck!

That's it! That's why he probably phoned Mr. Ludvigsen and said, "Please, Mr. Ludvigsen, from today on no giraffes please—but almost anything else."

## BEEF ON THE WING

(Continued from Page 17)

MacRobertson-Miller Aviation Pty. Ltd. agreed to back a company. Blythe established a mobile killing unit, an abattoir, and two chilling chambers at Glenroy Station, about 150 miles from Wyndham. About half a dozen big stations promised to support the scheme and to supply over 4,000 head of cattle.

The airlift, using a MacRobertson-Miller DC-3 "beef" freighter, began on May 13, 1949. Captain Jordan piloted the first load which landed 13 carcasses, 13 skins, and 13 sets of edible offal at Wyndham without mishap. No attempt was made to hand-pick the first load, which averaged 661 pounds a carcass compared with the Wyndham meat works average of 563 pounds. The export quality was mostly first-grade, but some of the meat was marked down because of bruising. Blythe said later that this was caused because some of the workers were over-anxious to get the operation moving.

By the middle of the killing season (July 12) the company had treated 826 cattle, an average of about 100 a week. The average weight was 594 pounds, and about half the meat was first-grade export quality and another 37 percent second-grade. Drove cattle over the same period averaged 563 pounds.

Three of the biggest stations supplying Glenroy are within 50 miles of the abattoirs. Before the beef airlift these stations had to drive their killing cattle about 250 miles over very rugged country. The greatest distance that cattle have been driven to Glenroy was from Fossil Downs, about 90 miles by stock route against 290 miles overland to Wyndham.

Nevertheless, critics point out that the saving in weight will not be so big as at first expected. There is evidence, for example, that the original station muster causes greater loss of weight than the overland track. In addition, Glenroy has no facilities for dealing with low grade cattle. Consequently, some growers fear that they will be left without a market for these beasts if they use the airlift exclusively. At present the Wyndham meat works,

which can deal with all types of cattle, buys the few low-quality beasts in a big draft. It is doubtful whether the meat works would be prepared to take rejects from Glenroy.

Cattle slaughtered at Glenroy are first chilled to a temperature of minus six degrees Fahrenheit. The forequarters and hindquarters are taken from the chilling chambers on a slide rail to the end of a mechanical loading arm from which two men lift them into the plane. The meat is stacked on white canvas floor covering, with the forequarters in front of the compartment and the hindquarters behind them. A plastic covering over the ropes used to tie down the load ensures cleanliness. Edible offal is carried in aluminum containers. During the season it averaged about 25 minutes to load a plane. The flight from Glenroy to Wyndham, at 7,000 feet, takes about 1½ hours with little change of temperature.

On arrival in Wyndham the meat is unloaded direct into a seven-ton insulated truck and taken to the meat works ready for export. The truck backs right up to the aircraft and the meat is moved from the floor of the plane to hooks in the truck. Hides are usually flown to Derby in 9,000-pound loads and then shipped to Fremantle. Backloading of such commodities as feed, sugar, salt and other station needs is carried out at no more charge than by motor truck.

Besides the plane crew about 25 men are employed at Glenroy as slaughtermen, and for other abattoir duties. Entertainment is provided by showing films with a 16 mm. projector in the open twice weekly. The Glenroy district has plenty of game, including turkeys, ducks and kangaroos. Fishing in the deep pools near the station is a favorite pastime.

Actual operations revealed several unforeseen snags. The works are designed to treat 225 cattle a week, but the carcasses take longer to chill than was expected. In addition, the refrigeration plant broke down several times. The longer chilling time means that,

## AIR FREIGHT FORWARDERS

► **Peter A. Bernacki:** The word from Philadelphia headquarters is that the terminal has been modernized for greater production and efficiency in handling air and surface shipments. Two more trucks have been added to the Bernacki fleet. A part of Bernacki's truck fleet operates between Philadelphia and New York, hauling air freight for clearance and dispatch in the latter city.

Two new members have joined the organization in Philadelphia: Harry Numiller, who will head the steamship division as traffic manager; and Stewart Lynn, air and seas traffic representative.

Meanwhile, the Metropolitan Division in New York, under the general management of William Kealey, is forging ahead. It is understood that Bernacki is seeking larger quarters for the establishment of a fully-rounded motor-air-sea terminal in that city.

Leo Strauss, who heads up the Air Division, has added sales work to his operational activities. He is now also in charge of developing air freight traffic potentials for the organization.

Bernacki's new Miami office is located in the 20th Street Terminal Building, Miami International Airport. Telephone: 88-1328. Mail address: Box 168, Miami Springs, Florida.

► **J. D. Smith Inter-Ocean, Inc.:** A branch office has been established in Room 10, 36th Street Terminal Building, Miami International Airport, headed by Frank Backiel, who has been with the organization a number of years. The new office is "primarily for import and export by air." Latin American freight and documents should be forwarded directly to the Smith company in Miami. Headquarters is at 39 Beaver Street, New York.

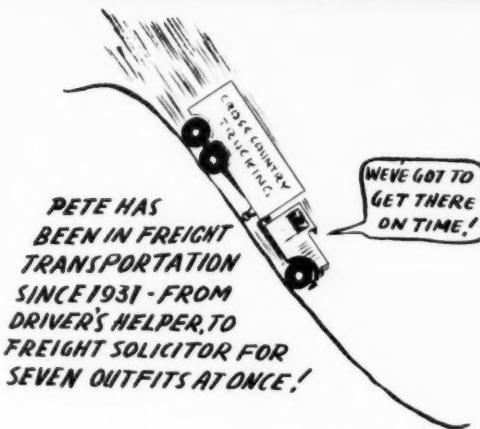
► **Hensel, Bruckmann and Lorbacher, Inc.:** A new service for the importation by air of samples weighing up to 44 pounds whose value does not exceed \$100, has been inaugurated by this firm. The new streamlined service includes customs clearance and store-door delivery. A brochure describing the service may be procured by writing to the firm at 16 Beaver Street, New York.

Walter Schaaf, president, is in Europe on an eight-week tour, visiting agents and correspondents of the firm in Germany, Holland, Belgium, France, Switzerland, Denmark, Sweden, and England. H. J. Anhalt, secretary, also has left the country for a business visit to Germany. It is understood that the officials of the company are developing air traffic as a result of discussions with their agents abroad.

► **L. Figueiredo (USA) Corporation:** An air freight forwarding division of this foreign freight forwarding firm has been opened under the direction of M. D. Hansen. Hansen, who formerly served as traffic manager of the Whitehall Shipping Company, is assisted by James F. Martin. Late of the American Express Company, Headquarters address is: 52 Broadway, New York.

when the two chambers are full, killing must stop until it is possible to remove the carcasses. There are no facilities

# AIR CARGO PROFILES . . .



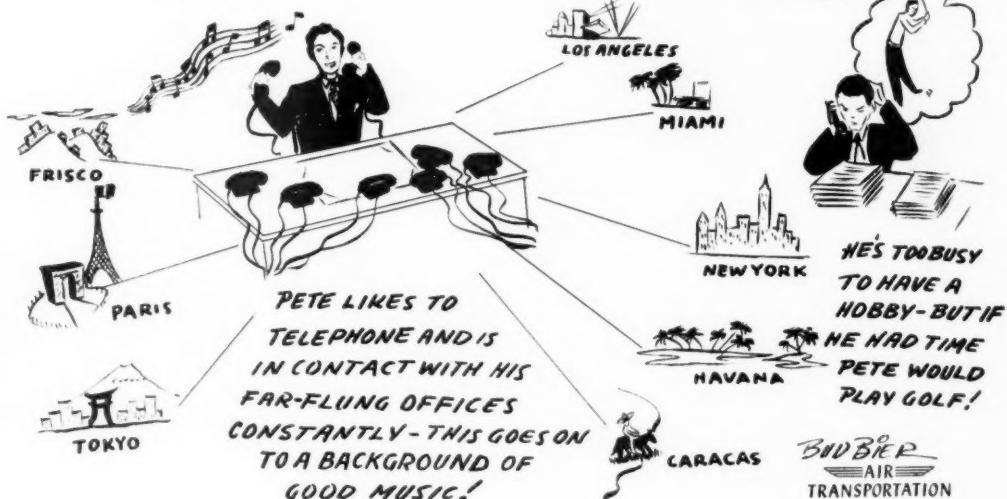
PETE HAS  
BEEN IN FREIGHT  
TRANSPORTATION  
SINCE 1931 - FROM  
DRIVER'S HELPER, TO  
FREIGHT SOLICITOR FOR  
SEVEN OUTFITS AT ONCE!

## P.A. BERNACKI

THE YOUTHFUL AND DYNAMIC  
OLD-TIMER, WHOSE AIR-FREIGHT  
FORWARDING OPERATIONS ARE  
AMONG AMERICA'S BUSIEST!



HE WAS FIRST IN FORWARDING IN  
PHILADELPHIA, WHERE HE OPENED  
HIS OWN FREIGHT TERMINAL IN  
1940 - IT IS NOW ONE OF THE  
BIGGEST IN AIR SHIPPING!



for boning meat or treating low quality cattle. Some cattlemen contend that their beasts lose condition in the stock yard waiting to be killed. For these, and other reasons, the number of cattle promised for treatment were not all delivered. The manager, Gordon Blythe, believes that the company will have to spend a further £10,000 to enlarge the chilling space, improve the stock yards and carry out other developments.

Despite these initial setbacks, Air Beef Ltd. is confident that the beef airlift has an Australia-wide future. The Queensland State Government is already considering the possibilities of a similar scheme for the isolated cattle country around the Gulf of Carpentaria.

Enthusiasts believe that one day small abattoirs will be dotted about the northern cattle country and a fleet of "beef freighters" will provide a regular service to export points at Wyndham, Darwin, Cairns, and Townsville. Experts, however, believe that the experiment is doubtful at distances of over 300 miles from a port. Economically, the scheme holds out greatest advantages where stock routes are particularly bad. Most of its advantages are long-term. By enabling growers to market younger cattle the airlift may lead to increased carrying capacity and better quality beef.

### Matter of Economics

The success or failure of the Glenroy scheme is largely a matter of economics. Experts say that unless the cost of killing, transporting by air, and handling at the port meat works is reduced to a total of less than 3½d. a pound, the scheme will be less economical than the present method of droving. The present estimated cost is slightly below 4d. a pound, including 2d. a pound for air transport. Meanwhile, the Federal Government is pushing ahead with its scheme for improved stock routes. It has agreed to finance 507 miles of road and a major bridge across the Ord River as well as meeting half the cost of four main stock routes into Wyndham.

The immediate benefits of these stock route improvements will be felt more in the East Kimberleys and the Northern Territory than in the West Kimberleys, scene of the beef airlift. Actually, only about five percent of Australia's beef cattle come from the Kimberleys and about 11 percent from the Northern Territory. Of the total beef cattle in Australia (about 9,000,000 head) half are reared in Queensland. New South Wales (21 percent) and Victoria (eight percent) both raise more beef cattle than the Kimberleys. The Kimberley turn-off for meat is

about 10 percent of the herd compared with 25 percent for the rest of Australia. The average slaughter weight is about 500 pounds compared with 750 pounds for the other cattle areas. Australia's production of beef and veal for 1948 was 572,660 tons, slightly above prewar average.

### AIR IS THE OCEAN

(Continued from Page 10)

be spent on quicker delivery to the customers.

Which are the advantages of air-freight traffic using planes of a Swiss company? For Switzerland the air is the ocean. Import and export traffic between overseas countries and Switzerland by air is not subject to control by neighboring countries. Strict seclusion of the country, as experienced during the Second World War, will not mean total blockade for Switzerland as soon as the necessary air connections are at her disposal for the importation of

urgently required foodstuffs and raw materials. If Swiss export goods are transported by Swiss planes, the whole proceeds remain in the country. The Swiss Air Transport Company has known how to transfer the reputation of quality to its services and has in this way been able to open up a new source of earnings to the country.

An important factor of export publicity must not be disregarded. Swiss-air airplanes (for passenger, freight and mixed passenger-and-freight transport) which carry the Swiss Cross over lands and oceans, indirectly make propaganda for Swiss products. They remind people again and again that Switzerland has world-wide connections and creates new ones. It may, perhaps, appear paradoxical, but it is nevertheless a momentous fact: as international air transport is in its own structure, it helps to strengthen independence and freedom, the very foundations of existence for the small country in the heart of Europe.

### THE 513th ON THE GO

(Continued from page 84)

record-breaking plane had been clocked at 5:48 p.m., and the 600's at 5:55 p.m.

Such were the little incidents behind the airlift; the little daily, almost hourly, occurrences which smashed records and hastened the end of the land blockade.

No magazine article—not even a book can do justice to every facet of the historic airlift. Volumes would be required. Even though the average Vittles man pooh-poohed his role in the airlift—an odd sort of shyness, going hand-in-hand with a vast amount of bitching—his effort cannot be turned aside. In the final analysis, thousands of little guys made possible what the brass figured out on paper.

I was at a mobile snack bar manned by a couple of pink-cheeked, toothy German girls, and committed the unpardonable error of referring to my three companions—two pilots and an engineer, all of the 513th—as heroes. I was slapped down so fast, I never again ventured to use the word again. But I have flown in their planes, watched the loading and unloading jobs, gone through their maintenance shops, and I still am at a loss for a better word. A job of the proportions of Vittles is no two-bit operation—and the 513th did much to set a hot pace for the rival Groups.

All of them professed to being sick and tired of the job. They swore at this



Blockaded Berliners watch from afar the operations at Tempelhof



Partial view of 25-ton load of flour flown by a C-74 into Berlin

and swore at that, condemned the ignorance of certain superiors, but continued expending greater effort to establish new tonnage highs. Symptomatic of all this was the following parody on *I've Been Working on the Railroad*, which I picked up in my meanderings around the base:

I've been working on the airlift  
All the live-long day;  
I've been working on the airlift,  
And I cannot get away.  
Can't you hear the engines roaring  
E'er so early in the morn?  
Can't you hear the engines missing  
From eight to early morn?

One evening, at the Wiesbaden Press Center, I had dinner with a captain of the 513th, who took a sober view of the whole situation.

"Don't glamorize us," he cautioned me. "There's nothing glamorous about us at all. No more of that coming-in-on-a-wing-and-a-prayer stuff. All we do is fly coal and flour and equipment to Berlin, and come back empty. The whole business goes 'round and 'round, and I suppose some day it'll stop. We're truck drivers without union wages."

"But whether you like it or not," I said, "you're participating in modern

history. Your children and grandchildren will be reading about and studying Vittles in their classrooms."

"Maybe," he said with a shrug. "Only it doesn't feel that way now. Yesterday I was killing Germans, now I'm feeding them. That's ancient history."

The heyday of the airlift is over. Personnel rotation has been in order for a long while; but the old stories, the old achievements, the old back-breaking work such as on the Big Easter Push earlier this year are being told first- and second-hand over bottles of Danish beer and cokes. The 513th, which was runner-up to the 313th and 317th, at the end of the push (called *Der Tag* by some wags), was happy just the same. Not only had the four squadrons produced an efficiency rating of 187 percent for the day, but it edged past the rival 61st by three points.

No doubt most of the men of the 513th have forgotten the statistics which were so all-important a few short months ago. But very few will ever forget the ceaseless labors to keep a former enemy capital alive by air.

Heroes? No, not that! they protest. But what else?

## AIR COMMERCE

(Continued from Page 86)

land traffic, both eastbound and westbound, has, during the two years of S&W's existence, led this country's air trade with all other European and Middle East countries.

Contained in an economic survey covering the period May 10, 1947-March 31, 1949, the statistics embrace 1,885,000 revenue-miles, more than five million commercial freight ton-miles, and 2,305,006 pounds of commercial freight. S&W, which operates five DC-4s, operates between New York and points in Western Europe and

the Middle East. Nearly three million military freight ton-miles are not included in these figures.

Arthur V. Norden, vice president general manager, who issued the report based on his company's survey, pointed out that of the total commercial freight flown, 1,672,550 pounds constituted United States exports, and 632,550 pounds imports. Of the eastbound total, 151,005 pounds (27.1 percent) went to Switzerland, while Swiss-westbound cargoes formed 230,217 pounds (36.5 percent) of the total traffic.

While United States-Swiss air traffic looms high in the Seaboard analysis, there are indications this will not be maintained for long because of the general recovery in Western Europe. For example, company traffic between this country and Italy, negligible during the period covered by the analysis, suddenly came to life in the Spring and has been going great guns right into the Fall. From March through September, a total of 120,347 pounds of imports and exports were hauled by S&W. Company officials state that there is every indication that this segment of the air freight line's routes will become increasingly important.

Westbound traffic always has been a headache. In July, Seaboard's westbound traffic reached a high of 72 percent of the eastbound traffic. This was 150 percent above the July, 1948, figure.

Here's how Seaboard's export and import traffic stack up percentage-wise:

U. S. Exports	
Switzerland	27.10%
Belgium	21.20
Germany	17.20
Netherlands	14.60
Greece	4.88
S. Arabia	3.44
Italy	2.88
France	2.38
Egypt	2.10
Scotland	1.48

U. S. Imports	
Switzerland	36.50%
Germany	19.20
Netherlands	15.20
France	10.00
England	8.60
Belgium	4.24
Italy	2.35
Iraq	1.42
Eire	1.30
Scotland	0.29

And here are some additional aspects of the survey:

Twenty-three-and-a-half percent of the total tonnage consisted of individual shipments weighing more than three tons, 32 percent more than a ton, and less than two percent 100 pounds and less . . . 58 percent of the total tonnage consisted of merchandise valued at less than \$10 per pound, 37 percent less than \$1 per pound . . . 15 percent less than \$1 per pound . . . 46 percent of total export traffic consisted of wearing apparel, 16.4 percent iron and steel manufactures, 5.7 percent office supplies, 3.6 percent medicine and pharmaceuticals, 3.1 percent dressed and undressed furs, and the rest miscellaneous . . . 16.3 percent of the import traffic comprised watches and movements, 11 percent live animals, 10.2 percent iron and steel manufactures and alloys, 8.4 percent dry goods and fabrics, 8.3 percent cameras, projectors, and parts, 4.8 percent leather products, 4.1 percent household goods and personal effects, 2.9 percent essential oils, perfume and toilet articles, and 2.9 percent furs.

\* \* \* \* \*

**S. E. Russ**, manager of cargo sales for TWA, recently announced international air cargo rate cuts which meant savings of from three to 19 percent for air shippers. What with recent foreign currency devaluations, TWA expects a "short-term decline in dollar revenue" which will be "offset by the tremendous impetus given to international trade by the devaluation of currencies." Lowered air cargo rates affect those in the "over 100 pounds" column and "under 100 pounds" column. Specific commodity rates, eastbound, remain the same; but those moving westward have been reduced to conform with the reductions in the basic rates.

Westbound cargo traffic, which has been averaging about half that of eastbound traffic, was upped to 68 percent during the

January-June period. During the same period, TWA's relation between westbound cargo and total (passenger, freight, and mail) loads rose from nine percent to 12.2 percent.

The Civil Aeronautics Board recently authorized scheduled air transportation of persons, property and mail to Newport News, Virginia, for the first time. Capital Airlines and Piedmont Aviation, Inc., both will provide the new service. Newport News was designated as an intermediate point on Capital's Route 14 between Washington, D. C., and Norfolk, Virginia, and as a co-terminal point with Norfolk on Capital's Route 51. The Board authorized Piedmont to serve Newport News on its Route 87 as an intermediate point between Richmond and Norfolk.

Shippers over Mid-Continent Airlines are saving some 25 percent on consignments of biologicals, drugs, and pharmaceuticals from Kansas City; St. Joseph; Sioux City, Iowa; and Sioux Falls, South Dakota. Lower commodity rates are a result of the recent okay given by the Civil Aeronautics Board. Ted Gilmore, superintendent of mail and cargo, feels that because shipments of "serums and like commodities to Central and South America through the gateways of Houston and New Orleans have been on the increase," a much greater volume will be attracted by the lower rates.

Columbus Day in the United States also signaled the twentieth anniversary of scheduled air mail service between this country and Argentina. It was two decades ago that Panagra inaugurated this service, longest air mail route in the Western Hemisphere. Working in relays, it required a number of land and sea planes to cover the 4,500-mile stretch in 11 days. Today, Panagra's *El Interamericano* has telescoped time for this distance to a mere 21 hours.

Boston, Hartford, Buffalo, Milwaukee, Omaha, and Denver are now being

served daily by airfreighters of the Flying Tiger Line. These six new points have been added to the line's transcontinental cargo operations. To take care of this additional business, the company headed by Robert W. Prescott has added a half-dozen cargo planes to its fleet. Five of the new arrivals are C-46s and one a C-54. This gives the Tigers a total of 15 aircraft: seven C-54s, five C-46s, and three C-47s. Here's how the new scheduled service operates:

Eastbound planes originate in San Francisco at 9:30 p.m.; arriving at Denver 3:55 a.m.; Omaha 7:50 a.m.; Chicago 10:20 a.m.; Milwaukee 12:05 p.m.; Detroit 12:45 p.m.; Buffalo 2:45 a.m.; New York 6:00 a.m.; terminating at Boston at 8:00 a.m. Westbound aircraft depart from Boston 9:00 p.m.; arriving in Hartford 9:35 p.m.; New York 10:30 p.m.; Cleveland 2:30 a.m.; Detroit 4:00 a.m.; Milwaukee 5:00 a.m.; Chicago 6:15 a.m.; Denver 11:30 a.m.; Los Angeles 3:45 p.m.; terminating San Francisco 8:00 p.m.

An earlier westbound transcontinental flight leaves the Tigers' eastern terminus daily from New York at 7:00 p.m., arriving in Chicago 10:00 p.m.; Denver 3:30 a.m.; terminating Los Angeles at 7:45 a.m.

Eastbound a second Pacific Coast night flight leaves Los Angeles at 10:00 p.m., arriving in Denver 3:45 a.m.; Chicago 10:00 a.m.; Detroit 1:45 p.m.; Cleveland 3:00 p.m.; terminating New York 5:20 p.m.

San Diego is served on an afternoon schedule, leaving the southern city at 5:30 p.m. to connect with the overnight Los Angeles departure for the East. The southbound flight will leave Los Angeles daily at 4:30 p.m. combining inbound shipments from eastern arrivals.

Recently, Bob Prescott announced a cut in pickup and delivery rates, offering savings of from five cents to 20 cents per 100 pounds. Flower shippers are major beneficiaries. Previously they were charged at a straight box rate, regardless of weight.

New rates allow boxed flowers to be charged on the hundredweight basis. The sliding scale of pickup-delivery charges also benefit the air shipper.

\* \* \* \* \*

Central Airlines, of Fort Worth, Texas, which already is operating the first of five segments of its certificated route serving 25 cities in Texas, Oklahoma, Arkansas, and Kansas, has ordered three more Bonanzas, thus upping its Bonanza fleet to 11.

\* \* \* \* \*

Fernand J. Martens, United States manager of Sabena, has announced the purchase of two more DC-6s. These ships are expected to join the fleet next May. No doubt Sabena's transatlantic service will be stepped up when that time rolls around. The word is that the present three round trips per week will be doubled.

\* \* \* \* \*

U. S. Airlines, certificated all-freight line, has filed a series of general and specific commodity cargo rates with the Civil Aeronautics Board. General commodity rates cover a number of weight groups, from 25 to 10,000-pound minima. Rates range from 18 cents a ton-mile to 15 cents a ton-mile. Service will be offered along the East Coast.

\* \* \* \* \*

A string of flexible refrigerated storage centers for perishables will be established at key points along Northwest Airlines' transcontinental system. Compartmentalized for storage at various temperatures as low as 12 degrees below zero, the rooms will incorporate the very latest in refrigeration. Each room will be capable of storing up to 6,400 pounds of perishable cargo. Locations of the centers will be at Seattle, Portland, Billings, Minneapolis-St. Paul, Milwaukee, and Chicago. First one to be completed is at Seattle.

Jim Mariner, NWA's cargo chief, said that in all cases the refrigerators, which have a minimum capacity of 640 cubic feet (one-third the cargo capacity of a DC-4), will be of walk-in design. Chalk up another for Northwest!

\* \* \* \* \*

Slick Airways has inaugurated daily freight service in Boston, Cleveland, Pittsburgh, Dayton, and Kansas City, as part of the pioneer all-freight air carrier's scheduled service which includes 66 departures every day. The occasion was a big day, made so by the fact that Slick was the first all-freight airline to offer scheduled service. It was the Governor of Massachusetts who proclaimed Air Freight Day, and during the ceremonies Earl F. Slick, youthful president of the airline bearing his own name, and George E. Gardner, president of Northeast Airlines, signed an interline agreement. Several days afterward, Slick and Henri J. Leisieur, general manager for the North American and Caribbean Division of Air France, signed a similar agreement.

\* \* \* \* \*

According to H. D. Koontz, director of commercial sales for Consolidated Vultee, Convair Liners now in service can be modified to carry an additional 1,112 pounds of payload on short hauls and 612 pounds on longer hauls. Increase in gross weight would be only 700 pounds.

\* \* \* \* \*

Air France recently opened its new route from Paris to Noumea, via Tunis, Cairo, Basra, Karachi, Calcutta, Saigon, Batavia, Port Darwin, and Brisbane. An extra flight a week, in addition to the three weekly, is being made on the Paris-Saigon run.



Dr. A. J. Woudstra, Acting Secretary General of the Netherlands Ministry of Economic Affairs (left), receiving from Jonkheer I. L. van den Berch van Heemstede, Director General of the old International Air Transport Association (right), a plaque marking the room in which IATA held its initial meeting 30 years ago. Looking on are Dr. Albert Plesman, president of IATA and KLM Royal Dutch Airlines (second from left), and Sir William P. Hildred, Director General of IATA. Today IATA finds 63 airlines as members.

**M. P. Bickley**, United Air Lines manager of cargo sales, who recently addressed the California State Florists Association, stated that entirely new concepts of flower growing and distribution can result from close planning and cooperation between the flower and airline industries. The airlines' responsibilities, he said, are:

- Regular, dependable service.
  - Reasonable care and protection to airborne flowers.
  - Adequate ground service.
- On the other hand, the growers' responsibilities are:
- Ship flowers developed under proper growing conditions.
  - Proper packaging, taking into account any necessary rail or truck movement.
  - Notify airline of abnormal loads or special service requirements.

Aside from flower transportation, United reports that on September 16 an all-time air freight high was established for the company. On that day, UAL's planes flew 11,540 ton-miles of freight. This new record was about 11 percent better than the previous one set last March.

\* \* \* \*

The hard dollars-and-cents economics of air cargo transportation—not the glamour of it—was stressed in an address delivered by John F. Budd, publisher of *AIR TRANSPORTATION*, at the Sixth New England Council's Aviation Conference. Without idealizing the current picture, he discussed both the brilliant prospects and the discouraging bottlenecks in the industry. He said, in part:

"No doubt all of you have been bombarded with all sorts of publicity stories on how the airplane has cut distance and time . . . how it is possible to have breakfast in Boston and lunch in Chicago . . . how a businessman can start out from his home in the morning, close an important deal hundreds of miles away from the city in which he lives, and return home in time for dinner. You have seen newspaper and magazine pictures depicting multi-colored scenes of the Grand Canyon at sunset, Paris in the Spring, skiing in Switzerland, and sunbathing on the sands of Honolulu. "But what amazes me most of all is that the air cargo business, which most experts indicate will far outstrip the air passenger business in the very near future, is promoted in such a meager fashion. With the exception of a small handful of air carriers, air cargo is looked upon as a noisy upstart, a bawling brat, a barely tolerated nuisance. This is so, because most of the airlines have not learned the valuable lesson of surface shipping history, and are still looking upon the passenger business as the real El Dorado."

He also stated:

"The business of air cargo transportation must be a hard-headed one. I am happy to see that some of the more progressive air carriers have departed from selling air cargo on the false basis of glamour. At the present stage of the game, the consignee must be sold on its economics. The shipper, for example, must be educated concerning the advantages of air freight and the best way to cash in on that. While it is true that present shipping habits are stronger as a result of customs of many years' standing, and that these customers will not be changed overnight, the process can be changed by speeding up an intelligent, aggressive, integrated promotional program."

# IT'S AN *Air* WORLD

(REG. U. S. PAT. OFF.)

By L. A. GOLDSMITH  
*Economic Analyst*

## AUSTRALIA'S FOREIGN TRADE POTENTIALS WITH THE UNITED STATES

AUSTRALIANS have always had a strong attachment for the word "potentialities" as regards all matters pertaining to Australia's progress.

In truth, this word, perhaps, sums up the significance of Australia to itself as well as to the rest of the world. Australia's potentialities are enormous—so much so, it is impossible to do more than barely highlight, or merely mention a very few of the most important factors of the current Australian outlook, both internal and external.

Before going into any details, here is a brief introduction to what might be considered the major angles of interest to American foreign traders.

There is, of course, the overall question of Australia as a general market for the United States, and vice versa. Current figures show many changes in trade trends of the present as compared with those of the immediate prewar past. As seasonal opposites, here we are in the midst of the Fall season while Australia is now enjoying the full flush of Springtime. These climatic variations tend to balance our seasonal changes to mutual advantage, and has considerable influence in plotting sales trends and business promotion. Our own seasonal peaks and valleys are leveled out and makes for orderly and regular deliveries to Australian and American products.

Aviation's progress in Australia is developing all the time and such changes and developments are of course of special interest to readers of *AIR TRANSPORTATION*. This will be touched on in a later paragraph.

### Immigration Factor

Immigration is one of the most important phases under development at the present time and it is a definite postwar policy of the Australian Government to speed up immigration on a scale hitherto never attempted—so much so, that, as Immigration Minister Arthur A. Caldwell said recently, he expects that "most Australians alive today will live to see the country's present almost eight million population increase to 20 million inhabitants." This is a vital factor, as it means not only a speedier development in practically every phase of Australian life, but it also means the creation of a much greater Australian consumer market through this well planned annual influx of newcomers for many years to come.

The standard of living in Australia is one of considerable stability, showing no wide chasms of wealth or poverty. A well established middle class earning capacity provides a steady basis of purchasing power without extremes at either end of the highest or lowest income levels. Australia's basic production of such food essentials as meat, wheat, milk, and sugar gives her people a sense of security and well-being. Their other major raw materials produced, such as wool, furs, hides, skins and minerals, assure Australia that she can well

earn her way in the world of today as well as tomorrow.

There is a further looked-for development afoot in the field of oil—that black magic of modern living. Prospects of discovering oil in commercial quantities in Papua (formerly British New Guinea) are considered to be very favorable. Five existing oil refineries in Australia produce today about 16 percent of its total annual demand; approximately 640,000 tons. Addition of another oil refining plan to produce about 500,000 tons yearly is now being urged by the Australian Division of Industrial Development. The purpose would be not only to save dollars, but also to speed up the development of a wide range of Australian industries. Such a refinery would cost about \$20,000,000.

No doubt the need for such types of capital investment in the purchase of machinery and plant equipment, is a major reason that a projected dollar loan for Australia is being talked about *unofficially* in non-Government circles. At this writing, it is impossible to obtain any official confirmation that the loan is under contemplation.

Further expansion of production of Australian silver, lead, and zinc is also under way. This involves a water conservation project at a cost of \$7,500,000 in the arid western area of New South Wales, near Menindie, 70 miles from Broken Hill—the greatest producer of silver, lead, and zinc in Australia. This project will take six to eight years to complete, but it will permit the storing of millions of gallons of flood waters, and will be invaluable when completed. It is expected to expand greatly the production of these key minerals.

Another great project was scheduled to start Oct. 17. This is Australia's "TVA" and is estimated to cost \$640,000,000.

### American Investors

Australia is on the march in any number of directions. Americans are already part of this parade of progress. Approximately 50 American companies are established in Australia. These firms represent an aggregate capital of at least 100 million dollars, and cover various phases of industry, such as manufacturing, assembling, buying, and selling.

The Forstmann Woolen Company announced early in September that it had established an Australian subsidiary under the name of Forstmann Australia, Ltd. The new company has been set up primarily to do its own buying of its wool requirements for the firm's factories in this country. For years, Forstmann has been the purchaser of about half of the finest apparel woolens produced in Australia, and will continue to do so—only now it will purchase the wool directly, instead of acting through a broker. Forstmann also uses great quantities of the best quality woolens produced in this country, but even in

the best of times we have not produced sufficient quantities to meet our own demands. Since the war's end, there has been a decrease of wool production in this country as well as in other countries.

To show the range and variation of types of American industries established in Australia as Australian Companies here are just a few: General Motors; International Harvester; Parke Davis; Monsanto Chemical; Goodyear Rubber; Eastman Kodak; Heinz Foods; Ingersoll-Rand; Kraft; Birdseye; Armcro; Julius Kayser, Ltd., Australia; Burroughs Adding Machines; Continental Can; Doughnut Corporation.

### Trade Background

As regards Australia's marketing possibilities in two-way trading with the United States, one fact stands out vividly when viewed from a perspective of 20 years—1929-1949. The increase in our imports from Australia is amazing. Australia always was an amazing market for the United States. In 1929 it bought from us \$150,000,000 worth of goods, when their population was much less than it is now. We bought from them in that year only \$32,000,000. In those days we had multilateral trade and convertibility of currencies, and they could then buy dollars easily with their pounds sterling. In the calendar year of 1948 we bought from Australia \$129,000,000 worth of goods and sold them \$114,000,000. These official figures will show a slight discrepancy if compared with official Australian statistics, as they use a fiscal year 1948-49 ending June 30.

Looking over the details of those imports from Australia, various figures stand out for comparisons. For instance, that country sold us in 1948-49 a few dollars under \$10,000,000 in rabbit skins alone. Our total imports from Australia in 1938, the last pre-war year, was only \$9,000,000. Another significant figure for this latest year in our imports from Australia is our purchases of about \$16,000,000 in lead scrap and lead ore. Of course, wool leads all the rest in our imports—\$68,000,000 in apparel wool and about \$3,500,000 in other types of wool, waste rags, tops, etc. So apparently we are doing all right by Australia in stepping up our imports. During the war years imports went still higher, as did our exports to them. Those, however, were not normal trading years. If these were normal times, and our two countries could trade on the basis of desires and purchasing power, Australia would be buying much more from us. And if our economy continues to keep up at its present level, we, too, should be able to maintain and go beyond our present level of imports.

There are many factors which would improve Australia's dollar position with the United States if trading on her part did not have to be controlled in relation to the exigencies of the sterling position.

For instance, all gold mined in Australia has to be sold to the United Kingdom, and does not earn dollars for Australia directly. Other complicated methods of trading prevent Australia from earning dollars directly from certain of her wool sales and foodstuffs. Until the general world situation settles down, business between Australia and the United States cannot reach the highest level which would be otherwise obtainable—but all things being equal, when a greater degree of normal trading gradually returns, watch out for United States-Australia two-way trade! It will be as good as two keen trading groups can make it.

Air aviation is only being touched on here as part of the general Australian picture. It is particularly interesting to note that as of April 2 of this year, Trans-Australia Airlines had the largest internal mileage of any commercial airline in the world! This record is a result of TAA's taking over Qantas' domestic air routes. TAA now has a network of 13,632 unduplicated route-miles within Australia, and serves 51 airports. This changeover was made in accordance with the Australian Government's policy which made Qantas an international air carrier and Trans-Australia a domestic line.

### Air Records

New records in all branches of flying were established by the Australian civil air lines last year. Paying passengers totaled 1,350,236 (not bad at all when this is considered in relation to a population of less than eight million). These figures show an increase of 32 percent over 1947. Air freight reached 31,719 tons, compared with 18,472 tons in 1947—an increase of 72 percent.

Route-mileage increased from 39,000 miles at the end of 1947 to 49,000 miles at the end of 1948, an increase of approximately 26 percent. Miles flown totaled almost 36,000, as compared with 29,300 in 1947—a percentage increase of 23 percent.

As regards the internal air cargo development in Australia, the situation seems to be following more or less the same or a similar progress as occurred in this country. First there was the air mail, then shipments of high-priced products having a low weight, and then gradually going in for all types of air freight.

One of the factors which might retard too rapid a development of domestic air cargo, it was pointed out, is the excellent and frequent steamship coastal services which encircle the entire sub-continent. Most of Australia's major cities are situated on the coast, and up to the present time the maritime transportation services seem to have given great satisfaction for the needs which hitherto existed. With the increase in route-mileage, it is felt that air cargo will increase slowly but surely.

## LESSON IN AIR SHIPPING

(Continued from Page 88)

### KLM

The New York Office of a large shipping line received a short while ago the following distress cable: "ENGINE BREAKDOWN STOP URGENTLY REQUEST SHIP TURBINE CALCUTTA STOP SIGNED SS DEVON VICTORY."

The following day the terse answer read as follows: "TURBINE PARTS

SHIPPED TODAY KLM AIRCARGO ARRIVING CALCUTTA IN THREE DAYS."

This exchange of cables between two distant parts of the world vividly illustrates the gigantic strides air cargo has taken in its short history. Shipments of heavy cargo by air has made it possible for shippers to save tremendous sums on operational costs. This means

savings on wages, stores and supplies, berthing charges, etc.

A comparison between air and surface transportation is in order. Recently a ship disabled in a foreign port urgently needed gear replacement. The total costs of the breakdown and the shipping of the replacement by surface transportation amounted to \$22,224.85, while the total costs by air cargo amounted to \$5,817.00—representing a saving of \$16,301.85.

This also illustrates the harmonious coordination between air and surface transportation whereby air cargo complements surface transportation especially in critical situations. KLM air cargo has shipped through the years heavy cargo to all parts of the world, heavy machinery to the oil fields of the Near and Far East, ship turbines and propellers, helicopters for agricultural use, etc.

Special cargoplanes on regular schedules carry bulky shipments up to 16,000 pounds.

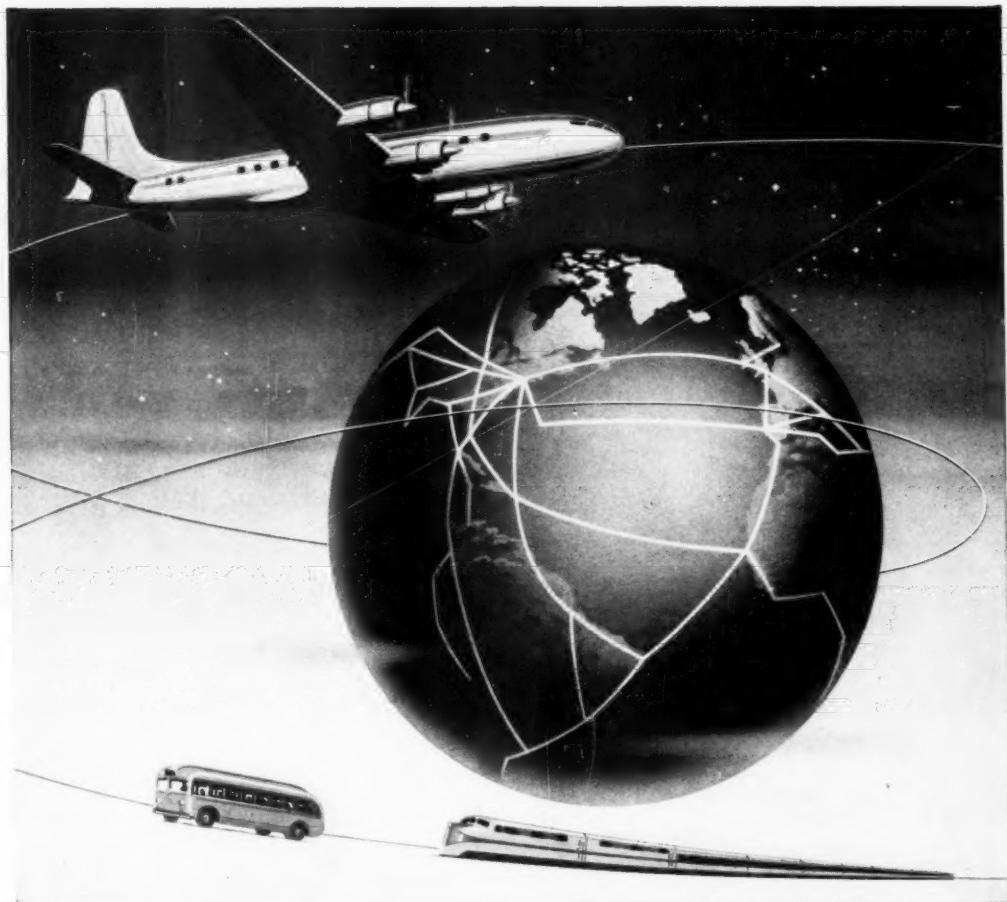
### United

Industrial rescue missions flown by United Air Lines' fleet of 20 Cargo-liners are everyday occurrences. Scarcely a flight leaves without carrying some vital replacement part or an uncommon piece of apparatus which will enable a stalled mill, mine or factory to get back into production with lower losses than would have been incurred if the shipment had come via surface carriers.

Some of the heaviest air freight shipments have originated within the transportation industry itself. Recently a 15-foot propeller shaft liner, weighing almost two tons, was flown by United from Shenango-Penn Corporation at Cleveland to the Moore Dry Docks, Oakland, California. The liner was used to speed repairs on a damaged freighter.

A 9,600-pound turbine rotor, built by General Electric in San Francisco, went crosscountry aboard a Cargo-liner for installation on a tanker, tied up at Hoboken, New Jersey, for repairs. Similarly, a 7,300-pound diesel crank-shaft was airfreighted from Chicago to the West Coast, then transhipped to a steamer for delivery to a freighter in the south Pacific.

Pianos have been loaded onto Cargo-liners, along with Renault cars, 6,500-pound labelers, a two-ton oil cooler, and even a complete radio tower. The latter, weighing 1,888 pounds, was shipped in 11 sections, each approximately 15 feet long. It was flown from the Colberg Boat Works, Stockton, California, to Chicago, thence moved by truck to Radio Station WEAS at Decatur, Georgia.



## AIRLINES...pacemakers in travel progress

▲ Airlines have set the pace in today's trend toward faster, more comfortable travel. Only 20 years ago, coast-to-coast travel was an adventure of many hours' flight. Today's 4-engine transports fly more than 50 passengers from New York to California in slightly over 10 hours...and in comfort.

▲ This progress of airlines and aircraft manufacturers is reflected in other forms of transportation. To keep pace, surface carriers modernized their own equipment. Result...greater safety, comfort and enjoyment for overland travelers...and a greater transportation system for America,

▲ In step with major advancements in aircraft design and performance, Sperry has developed instruments to facilitate flying in all kinds of weather for the improvement of schedule reliability. The Automatic Approach Control, for example, operates through the A-12 Gyropilot\* to help bring sky giants safely to the runway...the Gyropilot itself provides precise flight control for the pilot and makes flying smoother and more comfortable for airline passengers...the Engine Analyzer saves time on the ground by detecting engine irregularities in flight before they become serious, thereby reducing over-all transit time.

▲ In the future, as in the past, Sperry research and development will set the pace to make air travel more pleasant for the passenger...more profitable for the airline operator.

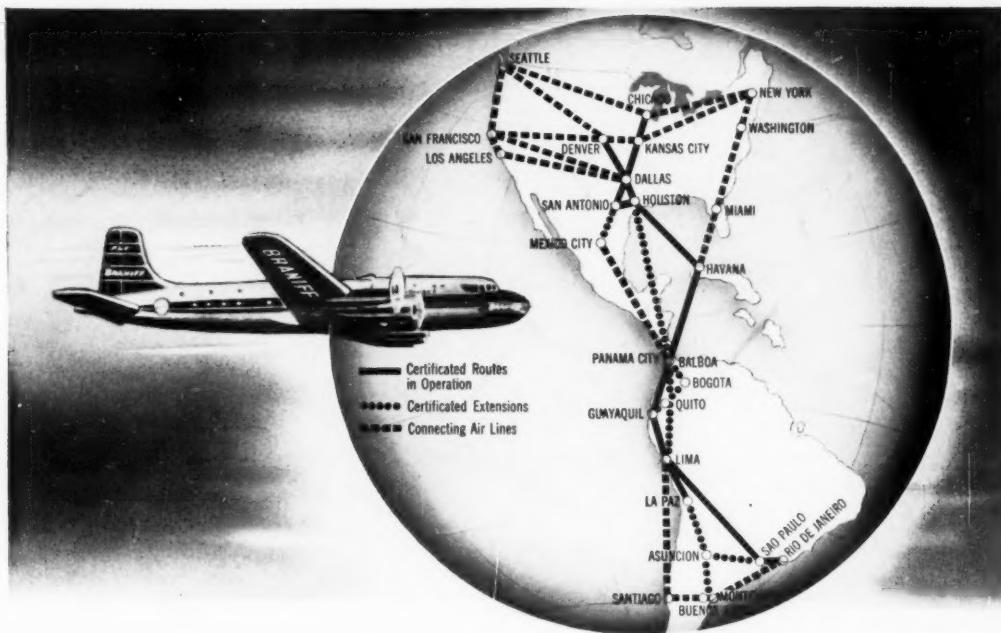
\*TRADEMARK REG. U. S. PAT. OFF.

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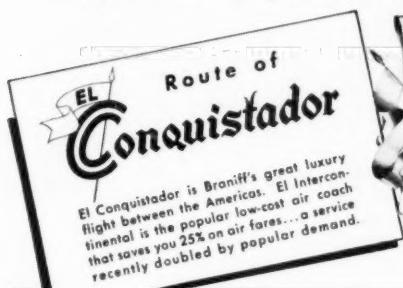
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